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For Employees in all Branches of its Service

UNITED FRUIT COMPANY
BOSTON MASSACHUSETTS.

Replanting and the Cultivation of Replant and Ratoon Cane

An excellent paper by Mr. E. S. Walker, Assistant to Manager, Preston Division, read at the meeting of the Cuba Sugar Technologists' Association at Havana on December 14, 1928

THE preparation of a good seed bed for replanting cane is fully as important as that for any other crop. If a field has never been replanted, it is customary to burn it and then clear off any logs or stumps that may still exist. The smaller stumps can often be pulled out by tractors of ten ton size. A strong chain is placed around the stump and the tractor lunges forward, first in one direction, then in the other, until the stump is finally loosened and uprooted. Some digging is done to assist in this procedure. Occasionally stumps are so heavy that the better plan is to use dynamite to split them. In some cases stumps may be burned out, if weather conditions and time will permit, by piling loose chunks around them and starting a fire.

After the land is cleared off, the next step is to plow it, which is usually done with the tractor pulling a heavy La Crosse disc plow. A tractor of about ten ton size pulling a five disc La Crosse plow does very good work. In land that has never been plowed and where there are always underground roots, a plow of rugged construction is essential. The La Crosse plow has stood up well for these conditions. At the present time, however, the tendency is toward the use of small caterpillar tractors, such as the two ton. It is found that this tractor is very flexible in operation, and as a result may be utilized in many ways on an efficient basis where the heavier tractor would not be as economical. The experience we have had so far with the two ton tractor shows that we can prepare land for approximately 80 per cent. of the cost of similar work with the ten ton. It is especially efficient for harrowing, as the light tractor can pull the heavy harrows satisfactorily. One thorough plowing followed by two or three good harrowings is generally sufficient to place the land in condition for planting.

Steam plows are also effective in preparing land for the first time, as due to their rugged construction they are very serviceable in uprooting small stumps, bushes, etc. By means of knifers, many invisible roots may be uprooted and the land thus freed of these obstructions. Plowing or knifing may be done at any reasonable depth. However, on our lands we find that it is of no practical value to plow deep; in fact, it is disadvantageous, as it turns up too much of the subsoil. Knifing pulls up less of the subsoil, but, aside from clearing the land, the extra depth to which the land is plowed by this method is of doubtful value, as within a short time these heavy clays are again compact. Preparation of land with steam plows has been a more expensive operation for us than with tractors. Assuming the cost of preparing land with steam plows as 100 per cent., the cost of preparing land with the large tractor is about 75 per cent., and the cost with small tractors about 60 per cent. The cost of preparing land with the steam plow varies considerably, depending on the size of the area under preparation and weather conditions. With large areas and favorable weather, the land can be prepared with the steam plow at a cost approximating that of the large tractor.

Planting should not start in newly prepared areas until the soil has become moderately compact, so that capillary action can take place, the new cane plant thus being supplied with sufficient moisture and plant food. Planting is done by either of the two principal methods—one with the ordinary pick, and the other by planting in furrows. The distance of planting which we use when replanting in hills by pick is 6′ x 6′. When the method of planting in furrows is followed, the furrows are six feet apart and the seed is dropped in each furrow at intervals of from three to six

Furrowing preparatory to planting cane

Below: Replant cane cultivated with the six-shovel riding-cultivator

feet. There is a considerable saving in planting in furrows before the heavy rainfalls. In addition, by this method a small saving is effected in the wages of laborers.

In the process of planting and covering, the land receives a thorough cultivation, and if the cane is visible before the heavy rains come, another cultivation with implements may be given it. If the rainy season should last for three or four weeks, and the ground, as often happens, become so muddy that no work can be done, the cane is sufficiently advanced to keep ahead of the weeds and suffers very little from the effects of the rain. By getting a start on the weeds in this manner it has been possible, in some cases, to close a field of cane with very little hand cleaning. On one twenty-acre field, for example, cane was planted in furrows six feet apart, and three feet apart in the furrow. Part of this cane was covered by a six-shovel wheel cultivator and part by a disc harrow. Before the cane showed through the ground, another cultivation was given it by passing a cultivator between the rows. Cultivations were kept up at frequent intervals. The cane was finally closed with a total of twelve implement cultivations and three light hand cleanings. To obtain economical results favorable weather conditions are necessary. The furrowing was done by means of the small tractor, and planting by dropping the seed by hand from a specially built wagon whereby the seed may be dropped in three rows at each trip across the field. The wagon is pulled by two mules and is driven at a slow but steady speed, so that the men walking alongside have easy access to the cane seed, and can drop it as the wagon moves along. After the seed has been dropped, there follow immediately the implements for covering the seed. For this purpose the ordinary six shovel wheel riding cultivator drawn by two mules, or the eight disc harrow, is used.

The following implements were used in the cultivation of the field mentioned: Five shovel cultivator, six shovel wheel cultivator, "A" spike-tooth harrow, two-mile disc harrow. On some fields other implements besides these are used, such as the seven-inch moldboard plow and the three-shovel cultivator. The object is to use the implements most needed at the time. Occasionally, due to severe rains, it

may be necessary to use a very heavy plow or cultivator to properly loosen up the soil. These, however, are used only when absolutely necessary, as the light cultivations are believed to be more satisfactory in that they keep down the weeds and maintain a thin coating of loose soil which serves to prevent the excessive evaporation of moisture and the cracking open of the soil, which sometimes happens to our lands in dry weather. Great care must be exercised in the zone in which we operate to carry the cane through the dry months of the year, as there are usually two seasons when we are likely to have dry conditions for a couple of months, one in the summer and one in the winter.

Owing to the uncertainty of having favorable weather conditions for replanting cane, as well as to the time lost for cane growth, it is considered good policy to maintain existing cultivations as long as they will produce profitably. We are therefore concentrating to a large extent on the maintenance of existing areas. As everyone in Cuba understands, the original method of producing cane in this country was to plant in virgin soils, and to harvest cane from these lands as long as practicable with very little work done in cultivation; then, when profitable production ceased, to plant new areas. But conditions have changed so considerably that it is not likely this method can be continued except in small sections of the country. It therefore becomes important to maintain existing cultivations at full production.

The cane trash left on the fields after each harvest is of great assistance in maintaining production of ratoon cane. However, in spite of the assistance of this bed of trash, some weeds will get started and the cane will tend to spread until the rows are almost, if not entirely, obliterated. As a result, the condition of the cane is weakened, and there is a consequent lowering of production. Cane trash is exceedingly valuable in our areas in preventing the evaporation of water, as due to high winds and the hot sun, the ground dries rapidly. To maintain this trash and at the same time cultivate the field requires moving the trash from one row to the other, and cultivating the row from which the trash has been removed. By turning the trash and cultivating in alternate rows, one-half of each row receives cultivation and one-half receives mulching with the cane trash. In some cases it may be advisable to turn the trash back

Above: Replant cane at 4½ months. Cultivation in this field consisted of twelve complete cultivations and three hand cleanings

Cultivating replant cane with the disc harrow

The cane seed is dropped from a wagon with a specially constructed box—three rows at a time

Below: First cultivation of ratoon cane with tractor and disc plow

again and cultivate each row; however, little of this has been done. The problem of turning trash from one row to another is an important one and in this operation considerable economies may be effected by the use of the proper implement. In lands that have been replanted, the ordinary hay rake may be used successfully in raking the trash from one row and dropping it into the next. By this method the cost of turning trash is reduced to about one-half the cost of doing it solely by hand. The side-dump hay rake for turning trash is also used. This is satisfactory in areas where the cane trash is light, but the rake now being manufactured is too light for practical work in Cuba. It is understood that there is a rake being put on the market that will stand the rough usage and heavy work necessary. When such a rake is perfected, it should result in reducing the cost of this operation, and render more of this work possible. The problem of turning trash for cultivating comes up in the first four months of the year while the harvest is on and the personnel is occupied in the harvesting of cane, so that there is little labor left for cultivating operations. It is therefore essential to use implements if large areas are to be cultivated.

After the trash is turned, first cultivations should be made with a plow. The small two ton tractor pulling a heavy two disc Saunders plow does efficient work. This plow goes up one side of each row, shaving down the stools, leaving the space between the rows thoroughly turned up, and uprooting all weeds and excessive cane that may be growing. This is followed up by a pulverizing cultivation with a disc harrow or a shovel cultivator.

After the cultivation, supplying is done, as in straightening up rows some stools usually will be found missing. This supplying should be carefully done by transplanting parts of stools. As a rule these may be secured from those that are uprooted, and may be replanted by the use of a spading fork, preparing a suitable hole and setting them in it. After careful supplying is done and if cultivations are kept up, the cane will develop almost like cane newly planted, with the result that the following crop will produce tonnage practically equal to that of replanted areas, and with no loss of time. This logically is to be preferred to replanting, wherever at all practicable. It is not known how long fields can be maintained in this manner, but with the absence of diseases, it is safe to say that existing cultivations may be maintained for many years.

The heavy 13 inch bull plow is also a satisfactory implement for the first cultivation, but is not as good as the tractor-drawn heavy disc plow, as the bull plow has a tendency to slide around some of the heavy cane stools that have grown up in the middle of the

One of the steps in the complete operation of cultivating every other row is the follow-up cultivation with the disc harrow, shown here

row, whereas the heavy disc plow uproots all of these.

When it is desired to do this work in land that still has some stumps and logs, it is first necessary to remove the logs. A good practice is to have the logs drawn off as soon as a field is cut—usually by bulls, and in some cases by the small tractor. So far we have not undertaken to remove the stumps, the tractor having to go around these stumps. Eventually it may be found economical to remove the stumps also. The virgin lands in our section are very uneven, having the "sartenejas" formation, or hog wallows, and it is our experience that the sooner these are leveled down, the better for the cane growth. Frequently the water will stand in these holes until it evaporates. This continuous evaporation causes the accumulation of an excess amount of salts, so that cane growth is adversely affected. It is therefore considered highly important to cultivate all virgin land areas within a few years after they have been planted.

THE burning of cane fields before cultivating not only reduces the cost of operation, but also makes it possible to cultivate both sides of the row. However, in our areas the cane trash is of such value that we practically never burn any fields for the purpose of cultivating. The extra expense of turning the trash is fully justified by the advantage of retaining the trash on the soil. When cane fields are burned, we of course cultivate them thoroughly and endeavor to maintain a suitable earth mulch so as to prevent excessive evaporation of moisture. This enables the burned areas to develop much better than they would if given only the ordinary hoe cultivation.

The cost of cultivating ratoon cane depends on the condition of the field and the cane at the start, but our records indicate that the average expenditure for cultivation is very little more than it was under the old hand systems. Where every row is cultivated the expenditure would naturally be somewhat higher than would be the average maintenance cost by hand. The prevailing rates of labor determine to a large extent the cost of the cultivating operations. The cost of this work for alternate row cultivating may be figured in different localities by the following: Moving of trash by hand requires from two to three man days per roza; turning trash by hay rake alternate rows, one man and two mules will turn from two to three rozas per day; small tractors drawing a two or three disc plow with one operator will, in areas being cultivated for the first time, cultivate about three rozas per day, and in areas where there are not many obstructions, about four rozas per day every other row; follow-up cultivations with disc harrow, man, and two mules, with two passes in each alternate row, cultivate about four rozas per day; follow-up cultivations with three-shovel cultivator or other mule drawn implements, making two passes every other row, would be at about the same rate, or approximately four rozas per day. The complete operation of cultivating every other row under average conditions would consist of the

following: First, turning trash; second, heavy cultivation with tractor or bull plows; third, follow-up cultivation with disc harrow; fourth, follow-up cultivation with cultivators; fifth, second cultivation with cultivators. If drought conditions should be encountered, it would be advisable to keep up light cultivations at intervals of about every two weeks until rains come or cane is closed. This method has proved so satisfactory that we have been able to renovate, with complete success, fields that we intended to abandon, and at a very small cost as compared to that of replanting.

Legumes

IN areas that are deficient in humus and plant food, experiments in growing various classes of legumes have been tried. The sword bean, the velvet bean, the beggar weed, and the cow pea have been grown. The cow pea has proved to be the best; it makes excellent growth, covers the ground thoroughly, which is very essential, and is affected very little by worms and insects. A picture showing the growth of cow peas of the variety known as "clay peas" is presented herewith. Measured sections of this field were weighed in order to get the tonnage, and the weight while green averaged eighteen tons per acre fifty days after planting. The peas were planted on May 5 and the test was made on June 25. Forty pounds of beans per acre were planted.

An analysis is given below:

	Tops	*Roots*	*Average*
Weight Per cent.....	95.96	4.04	100.00
Moisture Per cent....	80.00	75.00	79.80
Nitrogen N_2	2.780	1.002	2.708
Phosphoric Acid P_2O_5.	0.156	0.151	0.152
Potash K_2O	2.370	1.010	2.315

Value of above per acre { 99.88 lbs. Nitrogen; 5.55 " Phos. Acid; 84.53 " Potash

All of this field was turned under and the ground was in fine condition; however, the entire crop which we received from this area was spoiled by a severe drought we encountered, so that a proper test could not be obtained. It is well known, however, that the turning under of green manure is very beneficial to this soil. In some cases the peas were harvested for seed, and for sale to laborers for food. The production of peas has varied from 600 to 900 pounds per acre. Cow peas have been planted by broadcasting and by drill. When broadcasting is used, however, there is considerable difficulty in getting an even distribution of the seed, and for this reason it is not recommended. The drill is considered the better method, as it insures an even distribution of the seed and that each seed will be properly covered so that it will germinate. With the drill, a man and two mules, about five acres per day may be planted.

The best legume for areas deficient in humus and plant food is the cow pea. Photograph shows cow peas fifty days after planting

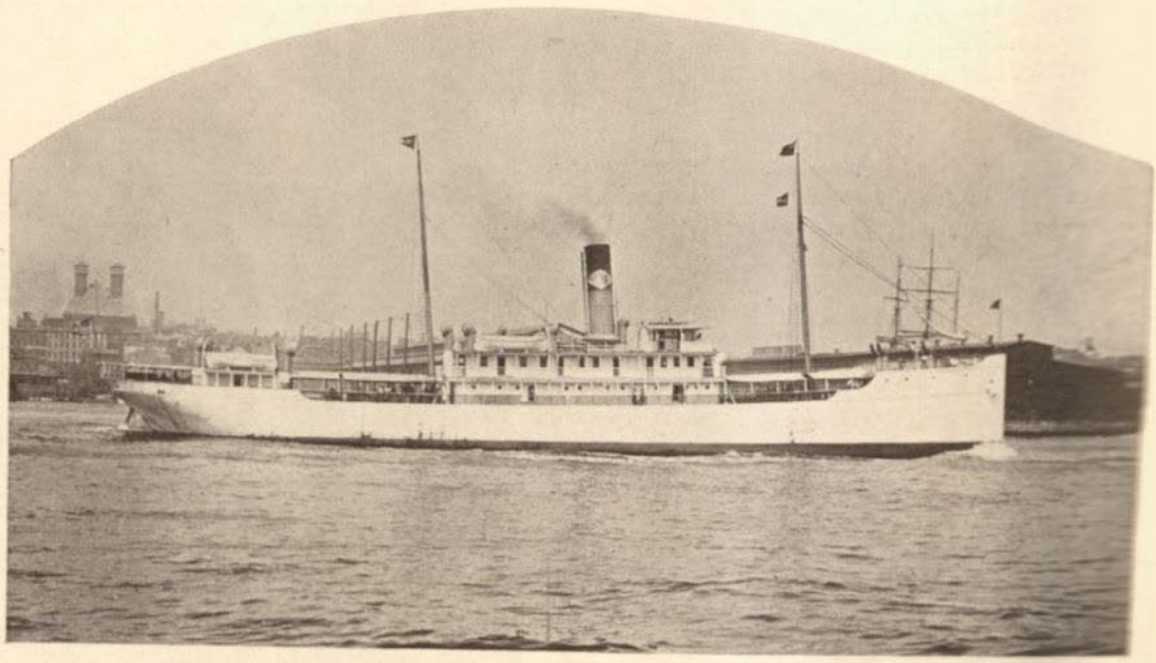
The hulling of the peas when picked is done in the field by means of a portable pea huller operated by a small gasoline engine, the whole outfit being easily pulled by two mules. The huller used, which is of small size, will shell about 700 pounds, and may, under good conditions, shell 1,000 pounds an hour.

Once upon a time, there was a farmer who wouldn't join the Pool because he wanted to wait a few more years to see how it worked.

Everybody knew that this fellow was very cautious. He wore both suspenders and a belt; he always drank out of a saucer so the spoon wouldn't get into his eye; and he never spoke to a lady for fear it might be his wife. He was as wary as a flea or a hairless chihuahua. He never went to a meeting because they might take up a collection. He never went to a movie because he might have seen the film before. He never went to a band concert for fear they might play a saxaphone solo.

The year after he refused to join the Pool a funny thing happened. He decided to wait until he saw what kind of a season it was before he put in his crop. He waited all spring and he waited all summer—and by the time he found out how the weather was going to turn out, it was too late to plant a doggoned thing.

Moral: Don't wait too long to cooperate.



Tales of the Great White Fleet

Chapter Ten

The "Buckman," the "Watson," Some Other Ships, and the House Flag of the United Fruit Company

ALTHOUGH the "Admirals," by their graceful lines, their speed and their long service, did much for the profit and the good name of the Fleet, they did not establish a universal type of ship for the fruit trade. The two ships that followed them, the *Buckman* and the *Watson*, were shorter, broader and deeper ships.

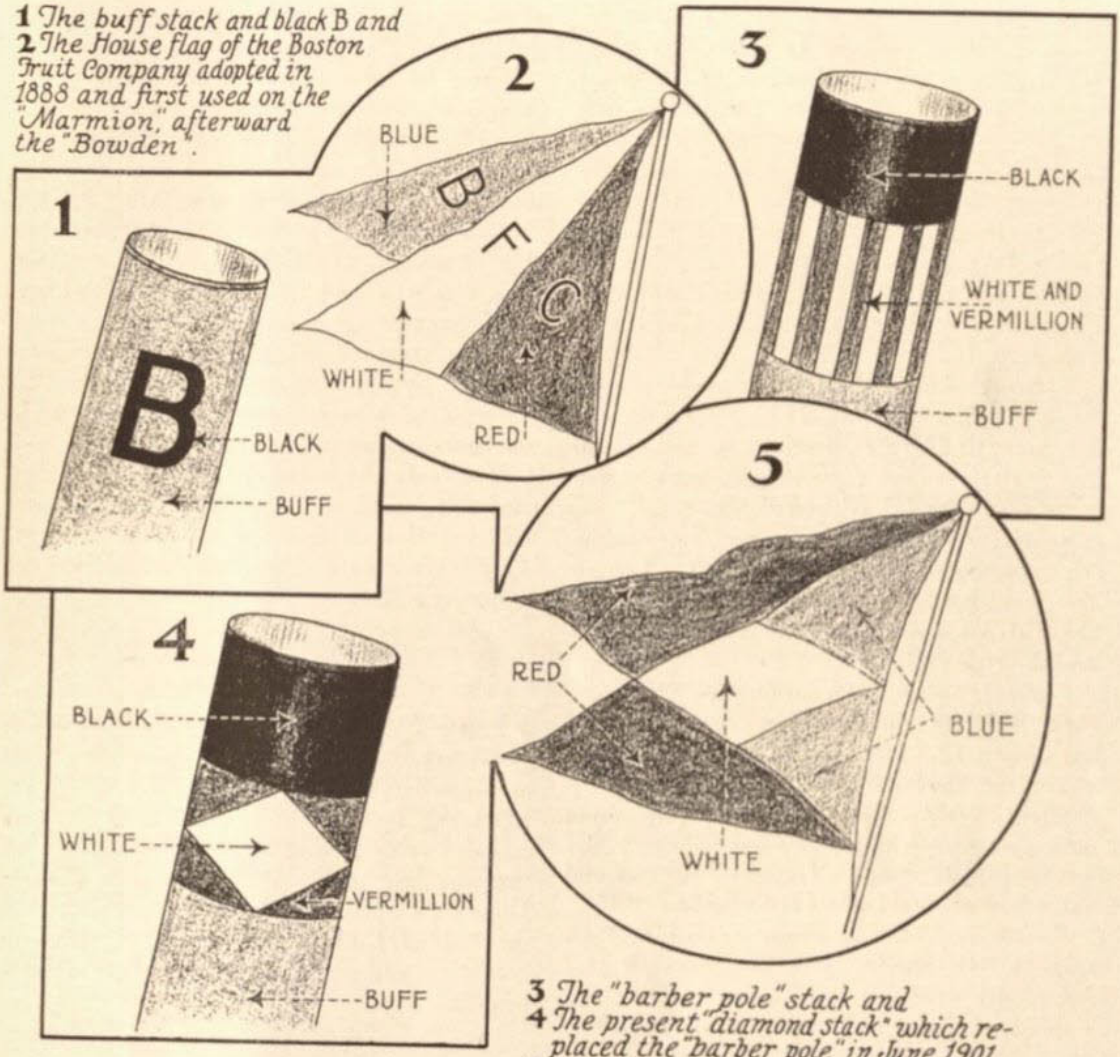
They had accommodations for twenty-four, that is, half as many passengers as the "Admirals," and a cubic capacity greater by 5,500 feet. They carried approximately 40,000 bunches of Jamaica bananas, and had a speed of 13 knots, fruit laden.

They were named, respectively, after the late Mr. Cecil Buckman, President of the Buckman Fruit Company, and Mr. R. J. Watson, former President of the Quaker City Fruit Company and now Division Manager of the UNITED FRUIT COMPANY at Philadelphia.

Unlike the previous ships of the Company, which had been built abroad, the *Buckman* and the *Watson* were built on the Great Lakes by the Craig Shipbuilding Company of Toledo. They were 253 feet long, 22 feet deep, with 38 feet beam, and were of about the same size as the *Beverly* and the *Belvidere*. They were owned by the Wheeler Steamship Company, and were launched in 1901.

From the time they were built until 1904 they were under charter to the UNITED FRUIT COMPANY. They were later sold to the Alaska Pacific Steamship Company, now the Admiral Line, and are still in the service of that line under the names of the *Admiral Evans* and the *Admiral Watson*. As Mr. Watson modestly states, "The navy looked up its records and found that there was an Admiral by that name."

Aside from the fact that they were good ships, and a credit to their builders and the



1 *The buff stack and black B and* **2** *The House flag of the Boston Fruit Company adopted in 1888 and first used on the "Marmion," afterward the "Bowden".*

3 *The "barber pole" stack and* **4** *The present "diamond stack" which replaced the "barber pole" in June 1901* **5** *The present House flag adopted in 1899*

growing shipbuilding industry of the Great Lakes, the chief distinction of the *Buckman* and the *Watson* is that they were the first ships to carry the new insignia, stack and flag, of the UNITED FRUIT COMPANY.

The insignia of the Boston Fruit Company was a buff stack with a black "B", and a flag, divided in three triangles, red, white and blue, bearing the initials B. F. C. These were first carried in 1888 by the *Marmion,* subsequently named the *Bowden,* and by all the Company's later ships. They may be seen on some of the ships that have been pictured in this series of articles.

In April, 1899, a few weeks after the UNITED FRUIT COMPANY was incorporated, Mr. Preston and a party of directors made a trip from New Orleans to the tropics on the S. S. *Anselm.* Miss Bessie Preston, now Mrs. Cutler, was one of this party, which included also the Messrs. L. G. Burnham, M. C. Keith, Francisco Sevilla and Henry Dumois.

During their conversations on board, all agreed that the new Company should have a new flag and the task of designing it was given to Miss Preston. It was a fortunate assignment, and the present House Flag of the Company is Miss Preston's design.

"A thing of beauty is a joy forever."

At the same time a new stack design—buff background with band of vertical stripes, vermillion and white—was adopted, and became known as the "Barber Pole." It proved unsatisfactory because at even a moderate dis-

tance the colors could not be distinguished. When, about a year later, in June 1901, Captain Anderson was appointed Superintendent of the Marine Department, one of his first official acts was the adoption of the present diamond stack design, harmonizing with the design of the flag.

With its incorporation the UNITED FRUIT COMPANY acquired a number of ships that had been owned and operated by other companies. These ships, of which there were nine, are described as follows:

Anselm: An iron screw steamship, gross tonnage 1,562, built in 1882. Length 271 feet, breadth 33.8 feet, depth 22.9 feet. Compound engines and a speed of about eleven knots when loaded with fruit.

Breakwater: An iron screw steamship, gross tonnage 1,065, built in 1880. Length 201 feet, breadth 30 feet, depth 19.3 feet. She had a speed of about eleven knots when loaded with fruit.

Foxhall: Steel screw steamship, gross tonnage 843, length 190 feet, breadth 28.2 feet, depth 12.8 feet. Compound engines and a speed of about 10½ knots fruit loaded.

Olympia: An iron screw steamship, gross tonnage 1,657, length 280.9 feet, breadth 34.1 feet, depth 22.9 feet. Compound engines and a speed of about 11 knots fruit loaded.

S. Oteri: An iron screw steamship, gross tonnage 948, length 231.4 feet, breadth 31.2 feet, depth 16.4 feet. Compound engine and a speed of about 10½ knots, fruit loaded.

S. Pizzati: A wooden screw steamship, gross tonnage 1,027, length 206 feet, breadth 36 feet, depth 20 feet.

Stillwater: A steel screw steamship, gross tonnage 1,020, length 200.5 feet, breadth 30.1 feet, depth 22 feet. Compound engines and a speed of about 10½ knots when loaded with fruit.

Sunbeam: A wooden screw steamship, gross tonnage 547. Length 132.6 feet, breadth 30 feet, depth 10.8 feet. Compound engines.

Sunrise: A wooden screw steamship, rebuilt for use as a coastal boat.

The *Scythian,* a steel screw steamship that was damaged by fire off Cape Cod in June, 1900, and purchased by the Company at the United States Marshal's sale, was added, and a new company, the Belize Royal Mail and Central American Steamship Company, the entire capital stock of which was owned by the UNITED FRUIT COMPANY, was organized.

Three of these ships, the *Breakwater, the Stillwater,* and the *Scythian,* were reconditioned at the Atlantic Works, Boston, at a cost of $60,000. each, the same sum that was paid for the purchase of and later for the reconditioning of the *Marmion,* the first steel ship owned by the Company. None of the ships was new and their careers in the Company's service were short.

Their stated speed is subject to qualification. It was probably like that of the "L. D. Baker," whose Captain said, "She made ten knots as fast as she could."

However, the Company kept them in fair condition, used them to their full capacity, and they did all that was expected of them. They were a part of the fleet and carried the Company's flag.

Editor's Note: We have had so many gratifying comments on the series of articles on Ships of the Great White Fleet which are appearing monthly in UNIFRUITCO that we consider it opportune to acknowledge at this time our debt to Mr. W. B. Foster of Captain Dunning's office and Mr. W. M. Leonard of the Publicity Department for their labor in compiling and preparing this material for publication.

Award for Suggestion No. 173

MR. TISDALE W. BIBB, Chief Clerk in the Passenger Department of the UNITED FRUIT COMPANY at Havana, Cuba, has suggested the use of mail forwarding cards by incoming passengers on our steamers who are expecting mail, which suggestion has been adopted and will shortly be put into practice.

Mr. Bibb has been awarded $15. by the Committee on Suggestions for the adoption of his idea and a check for this amount is being transmitted to him by the President.

"A Significant Man Who Has Done His Duty!"

Quoting Victor M. Cutter in an address made at the luncheon of the Maritime Association at the Boston Chamber of Commerce given on Wednesday, February 6, in honor of Captain Fried. Also Captain Fried's response. Reprinted by courtesy of the "Boston Evening Transcript" of February 6.

Captain George Fried

VICTOR M. CUTTER, President of the United Fruit Company, in introducing Captain Fried at the luncheon of the Maritime Association at the Chamber of Commerce described the guest of honor as "an American sailor, a significant man, a man who has done his duty, not only in time of stress, but for a long period of years in our naval and merchant fleets."

Mr. Cutter sketched the history of the American Merchant Marine, its palmy days, its decline up to the time of the World War, and finally the disposition of the great fleet built by the U. S. Government during the war. He referred to the Jones-White bill—the Merchant Marine Act of 1928—as the first law in years to help American shipping. He continued:

"We shipping men and our companies hope and expect that this law is the first of many which will enable us to develop a great merchant fleet which will compete with any in the world and which will maintain our high standards of service to our people and wages to our sea-going men.

"Through wise legislation our shipping companies can be given the opportunity to build and operate this fleet which will be capable of protecting us in time of need and of carrying on our necessary foreign trade in time of peace. We hope that in addition to the slight aid required to stabilize our merchant fleet operations our Government will withdraw from the shipping business and leave to private initiative, under the proper protective laws, the maritime commerce of our country.

"Not only have our citizens the capital and equipment, the shipyards and docks, necessary to accomplish this, but we have had, over a long period of years, skilled traders, ship operators, management accustomed to handling large affairs, and most important of all, we have already trained a nucleus of able seamen, marine engineers and officers capable of running our ships.

"It was for this reason that I said we were not here by accident and that this was a significant occasion, because it signifies a return to a policy and industry which played a great part in building up our country. We realize that our capital and equipment is useless without trained men. Is it not evident today that our sailors live up to the best traditions of the sea? Is it not clear that heroism at sea is not a matter of diving overboard and with luck saving some lives?

"It is indeed clear that back of the feat which we applaud today are traditions, long years of training and of devotion to routine duty. Need I say more?"

Wishes Boat's Crew with Him

IN a brief address Captain Fried said:

"Gentlemen, I want to thank you for the wonderful reception that the city of Boston

has given me. I only wish that the boat's crew were with me. Ever since the merchant marine started, New England has produced, I think 50 per cent. of its sailors. The youth of New England make the best sailors in the merchant marine and the Navy.

"Although you are honoring me now for rescuing the crew of the *Florida,* similar rescues have occurred many times. Such rescues are only in the line of duty. On the Grand Banks with the fishing fleets and in the case of other Boston ships, such things have happened.

"Here you have the Nantucket, Massachusetts Nautical Schoolship. Any young man who graduates from that is well thought of.

"Thirty-five years ago I saw ships in Boston for the first time. It is sad to see so little shipping here now, especially when we think of the love of sailing ships we had and still have.

"It is only half an hour to quarantine at Boston Harbor and half an hour more to the main docks. I don't think there's any other port on the seacoast that you can get into so quickly. If we get together we can build up our port.

"This coming summer we intend to stop here. We need the business. Embark and disembark from this port. I hope to see you traveling with me this summer."

SNIPE HUNTING

By George N. Zwez

Black River District, Truxillo Railroad Company, Honduras

Editor's Note: The following is a true personal account of what happened to a town-bred boy during the process of "breaking in". The author, a young Swiss, received a continental education and speaks four or five languages, but had no previous knowledge of the tropics and typical Company Banana Cowboys. We consider his account of the incident a rare treat and it is presented to our readers without alterations of any kind.

YOU are American, aren't you? So you certainly know what "snipe-hunting" is. But for a young and new boy, inexperienced, coming directly from France and not knowing anything about the enjoyments of American life, it was something new and prodigiously alluring.

They had told me, all the fellows of Cuaca: "It's indeed the most interesting sport you can enjoy in all the tropics. And those snipes we are going to hunt this very night are, once well roasted, the *greatest* product of Honduras and everywhere else. And you will see how beautiful it is, to hunt under the moonlight, in the majestic silence of the forest, disturbed only by the sound of one's steps and the song of these little snipes. . . ."

Well, they had me pretty soon absolutely bewitched. It was understood that, immediately after dinner, we should take our guns, a flashlight . . . and a big sack.

"What on earth is this sack for?" I asked.

"Oh, that's right, we must explain to you. Snipe-hunting, you know, is somewhat a queer hunt. Snipes are very awkward, very stupid; in the night, they hardly can see anything and are not able to fly at all, but only run like frightened chickens wherever they see a bit of light, or a less dark spot. Look at this map of Leon farm. You see, here is the tram-line we are going to follow until we reach this point. Then, we are going to fix the trap. . . . But, you'll understand better seeing it. Let's go!"

And we went, five. Just a little bit of moon, but a skyful of stars, twinkling as they never do in our dear poor-lighted countries. We walked about half an hour, one behind another, then stopped at a little tram-bridge, under which a small creek was murmuring, invisible under its coat of green plants. "This is the place," said the leader, and asked for the bag, for I was, of course, "holding the bag." Then he took several pieces of stalk and fixed them together in the sack, so as it be keeping wide open. "Listen, now. As you're new here, and as you don't know anything but that office of yours, you cannot go into the

bush at night. You'd lose yourself in the next five minutes. What you've got to do is to stay here with the bag. We four are going each in one section. When we'll have found the birds, we'll come our way back to this place, yelling and shouting. That will frighten the snipes and, trying to get away, they will necessarily run into the direction of the sack, as we are pushing them towards it. Pay attention: you're going to sit down here on the side of the bag and wait until you hear the snipes coming. Then you'll flash the light in the direction of the tram-line. When the snipes see it, they'll run towards it as towards salvation and go straight into the bag."

"Oh, that's all?" "But," I asked, "once in the bag, won't they feel like getting out if the bag is kept wide open?"

"Not at all! You see, they'll have been so much frightened by the yells, and the light flashed, and everything, that they'll be almost like nervous wrecks. All what they'll try to do is to get out through the bottom of the sack; they'll never think of going backwards."

"Oh, I see. . . . And what kind of birds are they? How big?"

"Well, they belong to the squails' family," said the "Research Department" of the party.

"But, how big? Like a partridge?"

"Yes, exactly, like a partridge. That's what they are, partridge-like."

"All right, then. . . . And, may I smoke?"

"Not on your life! The snipes simply can't stand it and wouldn't come at all. Now, goodbye, and don't forget that the success of the hunt all depends on your skill to flash the light in time."

And away they went. I heard their voices vanishing in the dark . . . a last "Adios" . . . then nothing but the lively silence of the forest. It was really beautiful. The moon was setting, but the stars were shining more than ever in the transparent dark blue sky. And all the marvelous sounds of the wood, unheard in day-time, went raising into the air. The leaves moving in the wind, the trees creeping and cracking everywhere; all that prodigious life of the primitive nature was making a strange symphony. But, I wasn't caring too much, attentive as I was to listen to the expected coming of the snipes, lots of which I was already seeing in the sack.

After about half an hour or more, I began to wonder what was the matter with those snipes not appearing. But, you know, a hunter must be patient, and I was firmly resolute to prove myself a good one. So I stood still, listening intently. Many times I heard something, sprang up and flashed the light on. But it always was a false alarm, and I sat down again, watching closely, and asking myself, as in the Bluebeard tale: "Brother George, Brother George, don't ye hear anything coming?" "I hear only the river flowing and the bullfrogs coaxing." The mosquitoes were beginning to bite me rather severely; I slapped myself several times in order to kill some of them, with but little result. And forbidden to smoke! "Brother George, Brother George, don't ye hear anything coming?" "I hear only the dew dropping and the crickets singing." A bat tried to "vamp" me, in the very proper meaning of the word. Oh, lure of the tropics!

I THINK I waited something like two hours. Then I started to lose patience. I walked a little bit all around still listening if the blamed snipes were coming at last. . . . And what was the matter with the hunters anyway? Were they in a ditch, eaten by a wild beast, bitten by a snake, what, what? Then, a sudden flash! The darned fellows had fooled me! It was but a fake hunt. I went further on about half a mile, this time yelling to everyone. No answer. Well, that was enough waiting. I took the confounded sack and the way back home.

When reaching the first lights I saw a group of fellows coming. The big game hunters were starting a search expedition, almost believing I had met with an accident. And they explained to me that snipe-hunting was one of the traditional jokes of the States. "Well," I said, "I see that American jokes are indeed as 'colossal' as the French war debt!"

Next morning, the Sup. asked: "Good snipe-hunting, eh, Zwez?"

"Yes, sir, very good."

"Did you catch any?"

"No, sir."

"I'll tell you why. You flashed the light towards their direction, didn't you? Well, you should have flashed it backwards. Can't you understand that you frightened the poor beasts?"

O, H . . .!

Roster

United Fruit Company Steamship Service

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REMINGTON G. PLUMER, MANAGER STEAMSHIP OPERATIONS, BOSTON

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Castilla	W. H. Fagen	J. W. Cole
Coppename	A. Larsen	A. J. Olsen
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Heredia	L. Burmeister	G. Smart
Iriona	C. R. Beyer	J. Stevens
La Marea	J. C. Jackson	C. B. McGhee
La Perla	A. Thompson	C. Killion
La Playa	Harry Irvine	N. S. Esplin
Limon	E. Petersen	J. Pena
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Manaqui	E. J. Minister	F. J. B. Stephen
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Mayari	S. T. Barr	M. Leary
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San Blas	G. H. Grant	W. J. Heins
San Bruno	W. C. Towell	C. Neill
San Gil	W. J. Mathers	W. Steen
San Jose	C. D. McRae	H. Haeslich
San Mateo	D. W. McLellan	E. Daniels
San Pablo	G. E. Adams	J. Marley
Santa Marta	K. N. Bauer	T. P. Seward
Saramacca	H. A. Hansen	H. Honniball
Sixaola	G. W. Spears	Joseph Euper
Suriname	L. P. Hansen	O. S. Coleman
Tela	J. Shiell	S. Lawson
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Zacapa	W. J. Close	W. E. Sutherland

Notes On Tropical Fibers

Tropical fibers of commercial value are limited in number. However, the development of practicable separating machines may realize the possibilities of many plants that are now valueless.

By John W. Plaisted

Editor of Research Publications

A SHORT article about tropical fibers and fiber plants must necessarily be very fragmentary because the subject itself covers so wide a field. As long ago as 1897 an official of the United States Department of Agriculture, attempting to list known fiber plants, identified over 1,200 varieties, a majority of which were of tropical origin, and it has since been found that he omitted many of considerable local importance.

Tropical fibers of commercial value are much more limited in numbers, however, for many are deficient in certain essential qualities, while others cannot yet be separated economically from the plants in which they grew. Tropical fibers known and handled in the markets of the world actually reduce to six or eight, all the others remaining unimportant or unknown in commerce.

Classification of Fibers

PLANT fibers in general divide naturally into three main groups. One group, almost always short, fine in texture, soft and light in weight comes from "fruits" or seed-pods. To this class belong cotton, kapok and balsa fibers. A second group comes from leaves or leaf-sheaths in the form of fibro-vascular bundles which form a part of the structure of the leaf itself. This group includes banana, abaca (Manila hemp), sisal, Mauritius hemp, New Zealand hemp and pineapple fibers. The third group is derived from layers just under the outer bark or cortex of certain woody, fast-growing annual plants. These are technically called "bast" fibers. The best known bast fibers are true hemp, flax, ramie and jute. Hemp and flax are, of course, plants of the temperate zone and not of the tropics. Ramie is otherwise known as rhea or China grass and is the material from which the Chinese and Japanese grass cloth is manufactured. Many fibers of the second and third groups are too stiff and coarse to be readily woven and are frequently designated as hard or cordage fibers.

Banana and Plaintain

FROM the viewpoint of the American tropics, the second group of these fiber plants is perhaps the most important because it includes the banana and plaintain, abaca, the various types of sisal and the pineapple family. It is a disappointing fact that banana fibers, in spite of numerous attempts to utilize them, have always been found poor in quality and practically worthless commercially. Fibers from some plantains seem to be rather better; in fact, about a year ago, some tests of fibers separated from horse plantains in the Panama Division proved them to have, weight for weight, a strength about three-quarters that of a good grade of Philippine abaca. The individual fibers, however, were very fine, light and rather weak. Banana fibers have usually been irregular in length and thickness, weak and almost certain to discolor badly soon after separation from the leaf-sheath. From various tests it seems possible that banana fibers are somewhat better in quality before the fruit has developed, but even then they are of so little value that it would be very uneconomical to sacrifice the fruit in order to get the fiber.

Abaca or Manila Hemp

THE only important member of the banana family now producing valuable fiber is the Philippine abaca, whose product is generally known in trade as Manila hemp. Some authorities contend that this plant is properly a plantain and not a banana, but, since the fruit is full of seeds and worthless, the distinction seems unimportant. The fibers come from the leaf-sheaths of which the plant-stalk is composed and not from the leaves themselves.

Abaca grows very much like other plants

Abaca growing near Almirante, Panama Division. Maguindanao variety, one year old from sucker. Eighteen feet tall

of the banana family, except that it takes longer to reach maturity. Until recently its production has been confined to the Philippine Islands. Within the last ten years abaca has been produced by large Dutch companies in Java and Sumatra, but the quantity from these sources is still limited. Most of the Philippine abaca fiber is separated by hand and the attempts of the Dutch producers to separate the fiber wholly by machinery have apparently not been completely successful. The United Fruit Company has a small planting of some of the best types of Philippine abaca in the Panama Division near Almirante but has not yet separated any considerable quantity of fiber. Small lots stripped by hand for testing purposes have shown very good quality and strength. Since workmen in the American tropics are wholly unfamiliar with hand stripping of abaca fibers and are paid a much higher scale of wages than is current in the Philippines, commercial production in this hemisphere seems to depend on mechanical separation, the possibilities of which are being carefully examined.

The best abaca fiber stripped by hand is much longer than most other commercial fibers, is very strong, rather light in weight and color, and decidedly lustrous. Since its introduction as a commercial article about 100 years ago, it has generally been considered the best known material for marine ropes and cordage owing to its high resistance to salt water. It is also used extensively for well-drilling cables and smaller ropes, cords and twine where great strength and durability are desired. The lower grades are often mixed with other materials to make cheap cordage and, when the price is favorable, large quantities are consumed in binder twine manufacture. Old Manila rope is used extensively for paper stock.

In the Philippines abaca is subject to certain characteristic native diseases which apparently are unknown in the American tropics. The Company's plantings in Panama have shown, however, that certain varieties of abaca tested there are susceptible to Panama disease, but this susceptibility has been much less serious than that of the susceptible varieties of fruit-producing bananas.

Sisal

THE fibers commonly known as sisal come from several members of a family of plant botanically known as *Agave*, originally a Spanish name for one or more of them, but on account of certain peculiar habits of growth they are often called century plants. The popular idea giving the basis for this name is that the plants blossom only once in 100 years. It is true that each plant blossoms only once during its life and that its flowering period comes at the end of the plant's growth, but the actual life of plants in this family varies from 10 to 25 years and is not known, in any case, to approximate a century. The blossoming habit of Agave plants is striking and peculiar. The blossoms are borne on a very tall stalk, often called the "pole" or "mast," which usually attains a height of 12 to 20 feet. This bears few, if any, seeds, but a large number of small bulbils or complete little plants. These plants develop on the pole until they are ready to take root and then fall to the ground where a considerable percentage, under natural conditions, will proceed to grow. Propagation of sisal and other agaves is, therefore, an easy matter because as many as 1,000 of these small plants are often produced on a single pole or mast. The mother plants also send up suckers from their roots but in much smaller numbers than

Experimental planting of true sisal at Quebrada Seca, Honduras, about nine months after setting

the bulbils. In sisal and henequen plantations the usual practice is to set out the bulbils in a nursery for several months until they attain a height of about 18 inches, whereas suckers are often planted direct in the field; but these, also, are considered to give better results if set first in a nursery and later transplanted. It is generally supposed that the practice of cutting leaves from the plants for their fiber tends to accelerate the blossoming period, and the same results often follow unusually chilly weather, which, for some unknown reason, causes the plant to produce its pole or mast in less than the usual time.

The three species of Agave now most important commercially are distinguished as true sisal, henequen (sometimes called Mexican sisal), and maguey. All of these seem to have originated in the southeastern part of Mexico, probably in Yucatan or in nearby localities. Mechanical separation of the fiber from the leaves has been developed and is now generally practiced. A few of the leaves nearest the ground are taken at each cutting, leaving the crown of the plant unharmed. Thus the production period is continued for several years.

True sisal is grown extensively in the Dutch East Indies and in many parts of East Africa, particularly in British colonies and areas under British mandate. Maguey in spite of its American origin is now confined almost wholly to the Philippine Islands and its fiber is generally known in trade as "Manila Aloe". The three plants are similar in many particulars but, as grown in America, henequen has longer, stiffer and heavier leaves than true sisal and its leaves are of a grayish green color, whereas true sisal has no grayish tinge. Henequen also has numerous short, sharp spines along the edges of the leaves with a longer spine at the terminal point of each leaf, whereas true sisal has few or no spines along the edges and a terminal spine somewhat shorter than that of henequen. Maguey apparently resembles true sisal in shape and color of leaf, but has lateral spines more like henequen. It is not the same plant known as maguey in Mexico.

The present distribution of the three plants seems to have been almost accidental, but producers in the American tropics claim that henequen is superior for their purposes because it produces a larger quantity of fiber over a longer period than true sisal, and that this fiber is not sufficiently inferior to true sisal fiber to outweigh the advantages of longer and greater production. Maguey fiber, so far as it can be judged from samples, tends to be lighter and finer than true sisal and the quantity produced from an equal weight of leaf is also less, so that extension of maguey cultivations outside of the Philippines seems rather unlikely, although small areas of the same or related plants have been cultivated recently in the Dutch East Indies. Some other plants of the Agave family growing in Mexico supply a short stiff fiber commercially known as "Tampico Fiber". This is sometimes used as an adulterant of sisal but is employed chiefly as a material for cheap brushes. Its native name is istle or ixtli.

Other Tropical Fibers

TESTS of certain fibers produced in large quantities in the Orient have not been successful in the American tropics. This applies to jute, ramie and various minor fiber plants. Where jute was tried, natural conditions did not appear to be as favorable as those under which the crop is grown in India. The plants did not grow to as great a height and consequently produced shorter fiber than is characteristic of Indian jute. The quality of the fiber, too, was inferior to that of good Indian jute, but this may have been due to errors in processing, as the operators were inexperienced.

Ramie or China grass has often been grown in a small way in the American tropics, but was never found practicable on a large scale because of the necessity of hand separation. This proved to be an objection also in the case of jute. The inexperience and higher wages of American tropical labor precludes competition by American production with Oriental production of these fibers unless separation of the fibers can be reduced to a machine operation. A considerable number of machines have been devised for separating jute, ramie and other similar fibers, but most of these have been entirely unsuccessful and none of them has proved practical commercially.

Various other fiber plants somewhat similar to jute are cultivated in the Orient, but nothing more than experimental production has ever been attempted in the West Indies or Central America. This experimental work has not yet been developed to a point where it shows definitely whether or not these other fibers are of any practical value for production in localities in which the UNITED FRUIT COMPANY is interested.

A very interesting and possibly valuable group of fibers has been derived experimentally from pineapples and related plants, one of which, often called "pita," grows on large areas in Colombia. Similar plants are found in most of the countries of Central America. The term "pita" is locally applied to some of these plants and various other plants, not all related to true pita. Pineapple fibers are very fine and lustrous, light in weight and color and apparently very resistant to salt water and humidity. In the East Indies such fibers are used on a small scale for making a fabric called pineapple silk. More extensive use of pineapple fibers is subject to the same obstacle encountered in many other instances, namely, that hand separation is too expensive to be practical in a business way and machine separation has never been successful.

Numerous plants apparently showing possibilities as sources of fiber have been tested from time to time. One of the most prominent of these is a family with many species called Sansevieria. The various species are common in the tropics throughout the world, and their fibers are known locally in many places as "bowstring hemp". Sansevieria is used rather extensively in the United States as an ornamental plant. Its fibers are not yet important commercially. Other potential fiber plants investigated are in the same situation. The development of practicable separating machines may in future result in realizing the possibilities of many plants that are valueless under present conditions.

San Francisco Keeps Pace with Other Divisions by Improving Banana Stevedoring Operations

By R. A. C. *Hill*

Wharf Superintendent, Fruit Dispatch Company

NOW that the Western Division has completed its first year and the various departments are functioning smoothly and efficiently, we find ourselves at the point where we are working as a unit to promote the Company's business on the Pacific coast.

The present article purposes to outline banana stevedoring operations at San Francisco. This service covers the discharge of banana cargoes arriving at this port, and sees that the fruit is properly classified and loaded into "reefer" cars or trucks, weighed, billed.

and dispatched to the points of destination. In the intervals between steamers we are kept busy inspecting, weighing, papering and strawing empty cars for the next cargo.

On November 6, 1927, the S. S. *Limon*, Captain Petersen in command, came steaming through the Golden Gate and up to the newly constructed Banana Terminal, carrying our first cargo of approximately 23,000 stems of Limon fruit.

With the exception of some of the old timers—Bill Montgomery, the other six boys who had come from New Orleans to give us our start, and our Manager, Mr. Rider—we were all novices in this phase of the banana game. Their job was by no means an easy one, as none but Mr. Rider had had any domestic seaboard experience. Those of us who had worked in other Divisions, domestic or tropical, or in Fruit Dispatch branches, found it necessary to start at the bottom under the tutelage of our southern friends. After several weeks of hard work and numerous lessons in classifying the different sizes of fruit, Bill Montgomery felt we could handle the job; so he and the other boys returned to their duties at New Orleans. We owe them a lot of thanks for the wonderful start they gave us. Now, with months of experience behind them, the personnel of the Western Division, composed of men from the Eastern, Southern and Tropical Divisions, and from the West, work together like one large family.

THE new terminal includes warehouses and the Company's offices, which face the water front. On either side of the building there are two platforms, each spotting twelve cars—with the exception of one platform, which has eleven cars—making a total of forty-seven cars that may be worked at one time. Before the platform conveyors had been installed and we were staging the fruit out of the ship, lines of men were constantly to be seen, each man carrying a stem of fruit from the ship down the platform and into the proper car—a distance of 200 feet or more—and then returning to the ship for another stem. This was slow and hard work. In a few weeks, however, the platform conveyors were installed, and these cut the carrying distance to about 40 feet from shipside to conveyor end. Then the method was adopted of discharging by hoisting over all, in what are known as

Mr. Hill's initiation into the banana business was with the Otis McAllister Company of San Francisco. He entered the service of the Fruit Dispatch Company at San Francisco in January, 1927, as a member of the Dealers Service. Mr. Hill is now Wharf Superintendent at San Francisco

scows, or large padded crates, each holding 30 to 45 stems. The scows are landed on four-wheel trucks and pulled to the conveyor ends. This system speeded up the operations and eliminated much of the rough handling which causes scarred fruit.

Last August we installed two Schutt type camel-back ship conveyors, which we are working out of Number 2 and Number 3 hatches. With these machines, one scoop, and two 40-foot flat conveyors, we have further speeded up the discharge of the ships and eliminated still more of the handling. Using scows in the other two hatches, we discharge cargoes of 35,000 stems and load them into cars in less than eight hours.

Mr. J. T. Davis, of the New York Division, had much to do with the improvements made. Not only did he help us install our new conveyors and demonstrate the method of operating them, but from many years of experience he was able to show us how we could cut down on labor and still accomplish the same amount of work as formerly. We now handle a ship with approximately 50 longshoremen, and with 175 longshoremen on the platforms.

For the sorting, car inspecting, and checking, about fifty men are engaged on the platforms. Due to the lack of work when no steamer is discharging, it has been very difficult to train men to properly classify bananas. In the intervals between steamers we find enough work for the best of these fifty men—about fifteen in number—to hold them until we need them for sorting, meanwhile keeping them occupied in cleaning up the platforms, cleaning the ship, and papering and strawing cars. When a steamer is discharging, one of these men, stationed at the head of the platform conveyor, classifies the fruit as it passes. Another man opposite him, called a "sticker," places colored tissue in each stem, classifying the fruit. Still another of the men, stationed about twenty feet below the first two, on the conveyor side, pulls off specials and corrects any errors that No. 1 sorter may make. Our system of marking is as follows: Fruit marked with yellow tissue goes into the car with the yellow flag which represents nines. Green tissue represents eights, red tissue sevens, and white tissue sixes. The car inspectors attend to the packing, checking and counting of the fruit.

Within the comparatively brief period since the inauguration of the San Francisco Division, the volume of cargo, incoming and outgoing, has grown to such proportions that it has become necessary to provide additional facilities. A new shed with 10,000 square feet of storage space has recently been completed, and from indications still further space will be required shortly.

Prevention of Labor Accidents

For some time past the Preston Division has conducted an intensive campaign for the prevention of accidents. On December 18, 1928, a meeting was held at which all employees of the Division were present. The opening address was made by Dr. Jaime de la Guardia, Superintendent of the Medical Department, Preston, following which Señor Eduardo Gonzalez, Assistant in the Electrical Department, addressed the meeting. The subject is one that should interest every employee of the Company. The addresses were delivered in Spanish, but we have had them translated so that every reader of UNIFRUITCO may have an opportunity to enjoy these interesting and valuable papers.

Dr. de la Guardia

THE organizing committee of this meeting has asked that by way of introducing the account of the work that Señor Gonzales will read to you, I extend a cordial greeting and explain briefly the object and the purpose of this gathering.

You know the importance that matters pertaining to labor accidents and their compensation laws have acquired within the last few years in all the civilized centers of the globe. Let us now superficially investigate the problem and study the spirit of the law and its immediate and future result.

It is necessary that you understand that these "protectionist" laws, as the word implies, represent only an aid—never a total indemnity. This conception, which is strictly true, shows without a doubt that the real loser is the laborer, who suffers the accident, as it doesn't matter how magnanimous the established laws are, they only tend to pay a certain percentage for the decrease in the production capacity of the laborer, and never to indemnify him totally. An example which you all know, in order to be clearer: An injured laborer arrives at the hospital and, on being discharged, finds himself incapacitated for work for a period of fifteen or more days. What happens then? The insurance company pays half of his salary until his recovery, and if he is permanently injured, he is indemnified for a certain percentage. This illustrates what I want you to have fixed in your minds: *That the labor laws only represent an aid—never a total indemnity—and that the real loser is he who is injured.*

Very well. What object has the UNITED FRUIT COMPANY in establishing, for the prevention of labor accidents, conferences instigated by department heads and the higher employees; in obtaining the services of experts in the prevention of labor accidents; and in conducting campaigns, such as this, etc., etc.? A pecuniary one, many of you may think, with an instinctive suspicion of the laboring classes, long misunderstood. But, gentlemen, on this occasion you are clearly mistaken, and I am going to demonstrate it.

IN accordance with the labor laws, every company, no matter what its size, large or small, is obliged, in a specified manner, to insure its laborers against accident; and these laws establish a fixed and precise amount that is to be paid to the insurance company in accordance with the work performed by each laborer. For example, you, a mechanic, in accordance with the law, must be insured, and your employer must pay an annual premium, based on the amount of your salary. If you are killed by a machine, or suffer some accident, the premium which the UNITED FRUIT COMPANY has to pay is not increased, and the insurance company is the one who pays the indemnity. Generalizing this example, we can say the UNITED FRUIT COMPANY pays annually many thousands of dollars to insure all its laborers, and if during this year there are twenty-seven deaths and three thousand minor accidents, this Company does not have to pay one cent more in premiums than if there had been one accident and one death. This demonstrates clearly, without a doubt, that the UNITED FRUIT COMPANY, in starting this campaign for the prevention of labor accidents, is actuated principally by the humane desire to protect its laborers and to maintain them in good health, thus contributing to their social betterment and that of their families, whose well-being depends on the maximum production of each laborer.

Practically the only benefit derived by the Company through the decrease of accidents is the maintaining, in their respective places, of those employees who, because of their ability and experience, are considered the best and who, in case of accident, must be replaced by individuals who are not trained and, as is natural, produce less and represent, up to a certain point, a menace to the others.

I now take pleasure in presenting Señor Gonzales, who will read some papers dealing specifically with labor accidents, showing how easy it is to avoid them through the exercise of a little care and watchfulness. The labor accident commission asks me to express to Señor Gonzales its gratitude for the cooperation and help which he has given us.

Señor Gonzales

UP to a short time ago, the question of labor accidents was considered of small importance, and as one without a remedy. But with the great increase in the use of machinery and the consequent increased rapidity in production methods, the danger of accidents has likewise increased to such an extent that it is imperative that means be taken to prevent them.

It is impossible to estimate the importance that plans for the prevention of accidents will have to the laborer.

The results of an accident are sometimes most distressing, such as the loss of an arm or a leg, or of the sight, all of which have an inestimable value to the individual and which cannot be expressed in terms of money. And the families of those who suffer serious accidents sometimes suffer more, having to adapt themselves to a small income, or even to poverty.

Not only should one avoid accidents pertaining to himself, but also those to others, as it is a moral duty to guard the health of one's neighbor.

Any accident can be avoided if the necessary precautions are taken. With this in view, a Union for the Prevention of Labor Accidents has been organized in this Division. This Union maintains representative committees in the Engineering and other departments, augmented by assistant engineers and heads of gangs.

It is apparent that the cooperation of all employees is absolutely necessary when dealing with a matter that is of benefit to themselves; therefore this administration asks that you do everything possible to make this campaign a success.

THERE are various classes of accidents, in accordance with their causes. Among these, we may mention the following:

1. Accidents due to mechanical causes, as when a person is injured by a sheave of a pulley, wheel, or some other part of machinery that has been broken.

2. Accidents due to a lack of instruction, knowledge, or other mental factors.

3. Accidents caused by carelessness, which are the most frequent. Some accidents are a combination of the above three principal classes.

The work of the Union consists in inspecting all places that may be dangerous, to eliminate such danger, and to give instruction to superintendents so that they in turn may instruct the other employees. These instructions will be given to introduce safer methods, to try to avoid accidents, and to teach the modern method of assisting an injured person immediately after the accident has occurred.

If all the superintendents would find the best way of using machinery, most of the minor accidents could be avoided, and many times the more serious ones. It has been proved that the majority of accidents are caused through the carelessness of the laborer, and therefore can be avoided.

The administration desires to call the attention of all the employees to the fact that they should instruct new employees in the manner of handling instruments. Those who do not know how to handle certain tools should not touch them under any circumstances until they have been shown how. It is the duty of the superintendent to see that the rest of the employees perform their duties as they should be performed.

Some of the more serious accidents are caused by persons falling when reaching for objects that are out of reach. It is also important that instruments, boards and materials, when not in use, should be put in places where they do not offer danger to passers-by.

Every employee should acquire the habit of picking up dangerous objects, such as nails, pieces of wood, and other things of the same order seen lying about or out of their places.

Instruments that are in poor condition, as for example, hammers and sledge-hammers with hoop handles, etc., should not be used. Laborers who find tools that are in bad shape should report the fact immediately and not use them until they have been repaired.

Accidents to the eyes are generally the most frequent and the most serious. No one wishes to lose his sight; nevertheless, many do not use spectacles when doing work that is dangerous to the eyes.

Those men who must work with dangerous elements, such as fire, steam, etc., should ask the experienced men to tell them what accidents are likely to occur, and being forewarned, should endeavor to prevent them.

If a wire of high tension breaks, it not only injures the person working with it, but also many others. The person responsible must bear in mind that if an accident of this kind occurs, he is morally responsible for the damage caused and the deaths that may result. Accidents of this nature may be avoided by constant care and steady vigilance.

ALTHOUGH it is impossible to enumerate all the necessary rules, the following are of great importance:

Pay attention to and follow out the instructions placed on posters and signs, with the object of avoiding accidents.

Carefully examine the hammers, sledge-hammers, and other tools to be used, in order to ascertain whether or not they are in good condition.

No employee should change the adjustment of the safety valves of steam machinery, boilers, etc. Consult the head of the department when it is thought necessary to make an adjustment.

Do not mount on the cargo, nor hang from the chain of a hoisting machine.

Never walk under the load of a hoisting machine as it might fall.

Be sure ropes and chains are strong enough to hold the cargo.

Use cable sling in place of chain whenever possible.

Never pile up materials in a way that is dangerous.

Never throw down materials from a height, unless the space around is roped in and a man is placed on watch.

When placing a load on a burro be sure it is securely fastened so that it cannot fall.

Never walk near a loaded truck when it is in movement.

Do not transport girders, pick-axes, rungs of ladders, and other instruments on the shoulders.

Carry them under the arm to avoid accidents.

Do not try to run machinery that needs repairing.

Do not attract the attention of or talk to the machine operators.

Do not run a risk in doing anything. Be absolutely sure about your work before attempting it.

In any case where accidents have happened the superintendent should study the case well and find out how it might have been avoided, putting into practice whatever innovation he thinks will be of benefit.

I NOW want to call your attention particularly to the Traffic Department. Engineers and conductors should study orders and instructions very carefully and see that they are understood and executed.

Overseers of roads and bridges should take care that employees are not run over by trains, locomotives or automobiles.

Conductors and others should take care that the rear ends of trains are duly protected by lights or flags.

The administration also desires to ask your cooperation in seeing that persons who are not employees, employees' wives and children in particular, are not permitted to enter locomotive yards, engines, mills and factories, thus avoiding personal injuries.

When a person desires to visit an engine, he has only to ask permission and we will assign him a guide to accompany him.

Every superintendent should know how to take care of an injured person immediately after an accident.

Electricians and other men dealing with electricity should carefully study methods of reviving a man who has received an electric shock. There are many pictures in the factory and other places which illustrate such methods.

Every man suffering an accident should report it and go to the hospital immediately. An injury, no matter how small, can have grave consequences if infection sets in, especially if the injured part comes in contact with keys or other objects that are unclean.

Although it is a fact that employees should know how to care for an injured person, they should not try to effect cures or perform operations that require the services and experience of a doctor or a surgeon. It is a common occurrence to see an employee trying to get something out of another employee's eye with a soiled handkerchief, not realizing that he is placing his friend in danger of losing his sight.

IN accordance with the compensation laws of Cuba, each company must insure its laborers for a certain stipulated sum of money. It does not matter how many accidents occur; the company pays no more nor less. Therefore the company loses very little when a great number of accidents occur. When the number of accidents is reduced, the laborer is the one benefited, because whatever help the compensation may give, it can never pay for the value a man places on his finger, his arm, his leg, or whatever member is injured.

Campaigns similar to the one which we are now conducting here for the prevention of accidents have met with great success in all parts of the world, and we are sure that we will have the same success if we can rely upon the assistance of every employee. In this way, in the future, we will reduce the number of accidents to a minimum, thus avoiding suffering and poverty for our employees and their families.

In conclusion, we urge you to bear in mind the old saying: "Be careful, and God will help you."

A motorist, while touring, met an old man who was driving a cart with a donkey between the shafts.

Thinking to have some fun at the old man's expense, he asked: "What is the difference between your turn-out and mine?"

The old man looked at him for a few seconds, and said: "Not a great deal. The donkey is in the shafts of one and on the seat of the other."

—*Inter-Mountain Retailer*

Small Boy: What is College Bred, pop?

Pop (with son in college): They make college bred, my boy, from the flour of youth and the dough of old age.—*West Point Pointer*

Transfers and Promotions

Costa Rica

Randall Ferris, Master Mechanic, Northern Railway, to Acting Assistant Superintendent.

Sam Manley, Master Mechanic, to Acting Master Mechanic.

James E. Mansberger, to Acting Roadmaster, Northern Railway.

Pierre M. A. Lange, Cacao Inspector, Zent District, to Division Cacao Inspector.

Kenneth G. McLean, Overseer, Zent Farm, to Cacao Inspector, Zent District.

Jaime Carranza, Fruit Inspector, Banana River District, to Cacao Inspector, Banana River District.

Alfredo Quiros, Superintendent of Farms, Turrialba District, to Superintendent of Farms, Banana River District.

L. A. R. DeGravelle, Acting Superintendent, Banana River District, to Relief Superintendent.

George W. Edwards, Overseer, Pandora Farm, to Draftsman, Motive Power Department.

William F. Thorpe, Chief Clerk, Banana River District, to Assistant Division Inspector.

Leo A. Owens, Agricultural Office, Limon, to Chief Clerk, Banana River Superintendence.

Rafael C. Calvo, Timekeeper, Turrialba District, to Agricultural Office, Limon.

J. O. Stubbe, Engineering Department, to Overseer, Agricultural Department.

Otto Starke, Fruit Inspector, Zent District, to Engineering Department.

Guy Burt Davis, Clerk, Siquirres Superintendence, to Chief Clerk, Marine Department.

Joseph Thom, Steamship Department, to take charge of Steamship Office, Punta Arenas.

William Crosby, Chief Clerk, Accounting Office, to Division Accountant, Guatemala Division.

Colombia

B. C. Corwin, Chief Clerk, Agricultural Department, Santa Marta, to Chief Clerk and Cashier, Tucurinca District.

Embert W. Peterson, Cable Clerk, to Chief Clerk, Aracataca and Santana Districts.

Walter J. Burns, to Acting Assistant Superintendent, Aracataca District.

Duncan J. McKinlay, to Acting Assistant Superintendent, Tucurinca District.

Herman A. George, Chief Clerk, Aracataca and Santana Districts, to Chief Clerk, Agricultural Department, Santa Marta.

Francisco Saenz Gonzalez, Assistant Superintendent, Santana District, to Superintendent, Santana District.

Manuel A. Anzola, to Assistant Superintendent, Santana District.

Federico Ahumada, in charge of Antioquia Farm.

Panama

Theodore Smith, Clerk, to Colombia Division.

Jefferson Reagan, Clerk, to Costa Rica Division.

Guatemala

Archibald L. Wright, to Stenographer Agricultural Department, Costa Rica Division.

Tela Railroad Company

E. M. Crawford, Chief Field Engineer, to Assistant Chief Engineer.

A. L. Bump, Assistant Engineer and Project Engineer, to Chief Field Engineer.

Alfred Keys, Horticulturist, Lancetilla Experiment Station, to Research Department, Costa Rica Division.

Truxillo Railroad Company

C. W. Seidel, Draftsman, to Chief Draftsman.

L. B. Tolman, Chief Clerk, Construction Department, to Assistant Superintendent Buildings and Grounds Department.

W. P. Burks, Overseer, Sambito Farm, to Chief Clerk, Construction Department.

W. A. Wood, Chief Draftsman, to Chiriqui Land Company.

Boston

Thomas Sutcliffe, Mail Clerk, Accounting Department, Long Wharf, to Clerk, Accounting Department, Long Wharf.

Howard C. Menadier, Clerk, Accounting Department, Long Wharf, to Head of Voyage Bureau, Accounting Department.

John Kechejian, Accounting Department, Long Wharf, to Traffic Bureau of Accounting Department, General Office.

F. X. Pearsoll, Tropical Employee in Training, Accounting Department, Long Wharf, to Chiriqui Land Company.

Malcolm West, Clerk, Passenger Department, to Assistant Purser, Accounting Department, New York Division.

New York

George McCormick, Standby Chief Steward, Stewards Department, to Freight Clerk, S. S. *Macabi*.

William T. Reynolds, Mail Boy, Mail Bureau, to Clerk, Freight Traffic Department.

Edward W. Brett, Solicitation Record Clerk, Freight Traffic Department, to Clerk, Downtown Ticket Office, Passenger Traffic Department.

C. E. Moore, Cruise Conductor, Passenger Traffic Department, to Purser, Accounting Department.

John J. Lyttle, Intransit Clerk, Freight Terminal Department, to Assistant Purser, Accounting Department.

J. J. Whelan, Time and Material Checker, Accounting Department, to Pier Clerk, Terminal Operations Department.

Elbert J. Place, Assistant Ticket Agent, Passenger Traffic Department, to Traveling Passenger Agent, San Francisco Division.

Vincent Kennedy, in Charge of Statistical Bureau, Freight Traffic Department, to office of Vice President in Charge of Freight Traffic, Boston.

Fruit Dispatch Company

R. G. Partridge, Acting Resident Manager, St. Louis, Mo., to Assistant to President, New York.

C. J. Peirce, Manager, Banana Selling Company, to Assistant Manager of Southern Division, Fruit Dispatch Company.

J. C. Fluker, Resident Manager, Winnipeg, Man., to Acting Resident Manager, St. Louis, Mo.

C. R. Ackerman, Resident Manager, Milwaukee, Wis., to Acting Resident Manager, Kansas City, Mo.

D. Doicu, Acting Assistant Resident Manager, Chicago, Ill., to Acting Resident Manager, Milwaukee, Wis.

W. J. Walker and L. W. Dietrich, Sales Department, to Sales Analysis, under Mr. Dillon, Boston.

H. D. Train, Resident Messenger, Milwaukee, Wis., to Assistant Resident Manager, Jacksonville, Fla.

S. C. Sims, Traveling Superintendent of Messengers, New Orleans, La., to Acting Resident Manager, El Paso, Tex.

J. E. Goode, Clerk, Sales Department, New Orleans, La., to Acting Resident Manager, San Antonio, Tex.

D. A. Vernon, Messenger, Mounds, Ill., to Assistant Resident Messenger, St. Louis, Mo.

G. B. Gessner, Assistant Resident Messenger, Centralia, Ill., to Resident Messenger, Nashville, Tenn.

M. C. Allen, Assistant Resident Messenger, St. Louis, Mo., to Resident Messenger, Milwaukee, Wis.

C. H. S. Bagot, Traveling Messenger, Fort Worth, Texas, to Traveling Messenger, Tucumcari, N. M.

B. E. Tucker, Traveling Messenger, Kansas City, Mo., to Assistant Resident Messenger, Memphis, Tenn.

J. W. Evans, Assistant Resident Messenger, Memphis, Tenn., to Assistant Resident Messenger, Centralia, Ill.

T. P. Hedt, Messenger Department, to Loading Department, San Francisco Division.

Mabel: "Could you suggest something suitable for a girl friend's birthday?"

Clerk: "How about book ends?"

Mabel: "Just the thing! She always reads the ends before she does the beginnings."—*Boston Beanpot*.

"Say, mon, when are you goin' to marry Annie McTavish?"

"It's a bit uncertain, mon. Some fule gave her a big box of letter paper with her name on it. She won't get married until it's used up—and she writes so very few letters on account of the postage."

HORSEMANSHIP

Good horsemanship means much more than knowing how to ride a mount

The author of this article, R. D. MacIntosh, B.V.Sc., 1911, a graduate of Ontario Veterinary College and Toronto University, Toronto, Canada, served two years as Dominion Government Veterinary Inspector, Western Canada, and four years as Captain in the Canadian and Royal Army Veterinary Corps. He has practiced his profession for seven years in Brazil with private companies and also as Veterinary Surgeon to the Rockefeller Yellow Fever Commission in Brazil under the late Dr. Hideyo Noguchi. At present Dr. MacIntosh is Veterinary Surgeon for the Tela Railroad Company, with headquarters at Puerto Arturo Ranch.

HAVE you ever stopped to think why it is that one man can ride or drive a horse for ten miles and have him all tuckered out, while another man can get forty or fifty miles out of the same horse and arrive at his destination with his mount in good condition? The answer is the difference between bad horsemanship and good horsemanship.

Good horsemanship in its wider sense means the art of knowing how to feed, water, handle and harness horses and mules, and the general care and comfort given them, whether at work or at rest, in health or in sickness. It means the ability to get the maximum amount of service from them with the minimum of exertion, fatigue and general depreciation. To acquire the art of good horsemanship, one must know what constitutes type, good conformation and soundness before one can judge bad conformation and unsoundness; it is necessary to know what is normal before one can judge what is abnormal.

Good conformation and soundness are not the same thing, but they overlap, as also do bad conformation and unsoundness. Good conformation means that an animal is well balanced, while soundness means that it is free from defects; and a well-balanced animal is more likely to remain sound, except in the case of an injury due to some accident.

Bad conformation, on the other hand, generally develops into unsoundness with the ordinary wear and tear occasioned during work. Unsoundness is a variable term and thus is hard to define; however, for our purpose, the following definition will serve: Permanent unsoundness is anything which detracts from the usefulness and value of an animal for the purpose for which it was bought. As an example, a split ear on a packmule would be classed as a blemish, not as an unsoundness; however, the same condition in a horse in the show ring would operate against the animal; then again, an animal the conformation of whose feet is predisposed to sidebone might be quite sound and would have to be warranted as such, in spite of the fact that there might be definite evidence that in six months' time the animal would develop sidebones of the lateral cartilage and be quite unsound.

To increase one's knowledge on the subject one must be interested and observant, as well as in a position to handle and to care for animals. An overseer or timekeeper, for instance, in selecting what he considers the best type of mule, should ask himself: "Why did I pick this one out as the best type?" When he is able to give satisfactory answers to his own questions, he is making progress. To illustrate this, let us examine an animal systematically. Commencing at the head, we look for intelligence, character and quality; from his mouth we figure out his age, see if he has parrot mouth, hog mouth or scissor mouth; we look at his tongue, lips and nostrils for paralysis or other damage likely to interfere with his eating, drinking or breathing. We then note whether his nose is straight, dished or Roman; an excessively Roman nose is associated with a loose flabby nostril, which may close down while the animal is breathing under exertion, whereas a dished face would

indicate narrow nasal passages. Good width of forehead, with eyes neither sunken, showing sulky disposition, nor too prominent, showing erratic temperament, is to be looked for. The ears should be fairly large and fine; if they are small and their tips point to each other, the animal is liable to be tricky, while course and lop ears are generally an indication of a sluggish disposition, and if he lays his ears back he is prone to be vicious. The muscles of the lower jaw should be deep and strong, showing power to masticate food.

The head should blend nicely into the neck, with a clean throat, as a head which is badly hung on the neck interferes with breathing when the animal is pulling on the bit. The neck should not be heavily crested or arched, but this is preferable to a Ewe neck, as the latter is evidence of a poor constitution.

The chest should be wide, showing a robust constitution, but the front legs should be fairly well set under it, and not too far apart. How often one hears, "Look how wide he is between the legs." Don't let us forget it is an animal and not a table we are judging, as if too wide he will have difficulty in putting his feet straight in front of him and be pigeon-toed; if he is narrow chested and his legs are too close together, he will lack constitution, walk splay-footed and possibly be calf-kneed as well. His legs should follow a straight axis, with a reasonable length and obliquity of pastern. Feet should be of a fair size, and not too high or too low in the heels, and there should be no sign of contraction. No deep marked rings should show on the wall, as this is associated with dropped soles. The shoulders, withers and back should blend well, with no coarseness of the withers; the back should be strong, well muscled, straight and short, blending well into a short, strong loin, which is continued in a good muscular croup, with no tendency toward a goose rump. The ribs should be reasonably well sprung, with a good depth, especially at the back of the forearm and at the flank.

The muscular development of the thigh and forearm is an indication of the development of the other muscles of the body. The hocks should be flat and clean and have a good depth from front to back, with no evidence of cow hocks, the latter showing weak conformation.

As to the care of animals, they should receive a sufficiency of roughage in the form of grass or good hay, with a liberal quantity of concentrates in the form of good sound oats or corn, and should be watered and fed regularly. Troughs should be so placed that the animals do not have to stand up to their knees in mud in order to reach them. Too much stress can not be laid upon the palatability of the feed, the regularity and continuity of feeding, and access to salt at all times. Shy feeders or thin animals should be singled out for special treatment.

WHILE working, the animal should be properly saddled and haltered. Give him good gear and make it fit him properly. Make him comfortable while at work, as an uncomfortable horse or mule, like an uncomfortable man, is always dissatisfied and never gives his best work. Let everyone responsible for the animal's welfare put himself in the mule's place once in a while. Now there is no need to lay one's ears back and get angry; I suggest this only as a temporary arrangement to get the mule's point of view. We call these animals "dumb"; however, they have their own sign language and tell us plainly about their ailments, so perhaps it's we who may be considered somewhat dumb if we are unable to figure out what they have to tell us. In the words of Robert Burns:

Oh, wad some power the giftie gie us
To see oursel's as others see us!
It wad frae monie a blunder free us
And foolish notion.

This article has only touched the subject, but to those who may be further interested I would recommend the book "Diseases of the Horse," which no farm should be without. While the book deals with horses, it is also applicable to mules. It is published by the Government Printing Office, Washington, D. C.

Indignant Parent (at 6:00 a. m.): "Young man, what do you mean by bringing my daughter in at this hour?"

Flaming Youth: "Well, I gotta be at work by seven."

Neighbor: "How many controls are there on your radio set?"

Owner: "Three—my mother-in-law, my wife, and my daughter."

The Editor Acknowledges Cooperation

February 18, 1929

Dear UNIFRUITCO Readers:

The same delivery of tropical mail during February brought to the Editor's desk in New York the gratifying notification from two Divisions—the Tela Railroad Company and the Colombia Division — that arrangements had been made by the Managers to have each Department under their supervision represented in future in UNIFRUITCO.

In Tela we already have Mr. George F. Gorman acting most effectively as Corresponding Editor, and Mr. F. J. G. Robinson as Associate Editor, and through their efforts Tela has been excellently represented each month. But in order that we shall not have to altogether rely on the same loyal lot of contributors, Mr. H. E. Caunter, Chief Clerk, Progreso District, has been appointed Farms Reporter; Mr. Hubert Fernandez will serve as Local Reporter for Tela; and Mr. Andy Garsaud will act as Sports Reporter.

To show how thoroughly Mr. R. K. Thomas, Manager, Tela Railroad Company, has carried out his plans for more complete cooperation in the way of contributions from employees to their house publication, we quote herewith the letter sent by Mr. Gorman to Mr. Caunter when notifying him of his appointment as Farms Reporter:

> At the suggestion of Mr. Thomas you have been appointed Farms Reporter for UNIFRUITCO, and I have written to the Editor to that effect. I shall appreciate your cooperation in helping to get together all material possible from your employees and in contributing something yourself each month in the form of news of particular interest from the Farms and anything else suitable for our magazine and of general interest to Company employees.
>
> Mrs. Schoen wrote me that she was much pleased with your contribution to the January issue. I hope that you will encourage similar articles from other employees as this sort of material is especially desired.

Mr. Caunter on receipt of this letter lost no time in following up Mr. Thomas' request and immediately wrote to the following superintendents under his supervision:

Mr. H. F. Sharp, Superintendent, Guaymas District.

Mr. H. H. Hutchings, Superintendent, Progreso District.

Mr. W. L. Cambre, Superintendent, Ulua District.

Mr. H. G. Hogaboom, Superintendent, Colorado-Fortuna District.

Mr. W. C. Wright, Assistant Superintendent, Guaymas District.

Mr. W. L. Taillon, Assistant Superintendent, Progreso District.

Mr. P. Otter, Assistant Superintendent, Guaymas District.

Gentlemen:

> Having been appointed UNIFRUITCO Reporter for the Farms Department, I would greatly appreciate your cooperation in collecting news items of general interest from your respective districts and forwarding the same to me at Progreso.
>
> I would ask you, also, to encourage your personnel in the writing of articles, long or short, not only on aspects of banana cultivation and allied subjects, but also on any other matters which are likely to be of interest to readers of the magazine.
>
> You will have noticed that many major articles appearing in UNIFRUITCO are contributed from other Divisions; this is something we desire to change. Tela must be represented oftener, for it is quite certain that we have many men here who could contribute excellent articles if they could be prevailed upon to set pen to paper. Articles from you personally will be greatly appreciated and I hope that I shall have the pleasure of receiving some whenever you are able to spare the time to write.
>
> I am ready to receive matter for publication *at any time*, both in writing and by telephone. Should you have any suggestions that will help in making this Department more prominent in the magazine, I hope that you will send them in to me.

SO much for Tela. Now let's see what Colombia did in the way of soliciting contributions for the employees' magazine.

Mr. G. H. Law had been general correspondent for the magazine from the Colombia Division but evidently he could not secure the

necessary cooperation and Mr. Bradshaw took the thing in hand. First it was announced that special correspondents would be appointed for the magazine. When their assistants had been also appointed the following circular letter, signed and approved by Mr. Bradshaw was issued by the Editorial Board:

It was announced previously that special correspondents would be appointed for UNIFRUITCO and the list is as follows:

To collaborate with Mr. E. W. Peterson, Country Life Editor
Rio Frio .....Mr. C. Opersheyk
Sevilla
Mr. B. C. Corwin—Agricultural
Mr. M. J. Scott—Engineering
Aracataca
Mr. W. J. Burns—Agricultural
Mr. C. E. Sampson—Engineering
To collaborate with Mr. L. E. Mack, Town Life Editor
Executive .....Miss M. E. Kimball
Legal .....Mr. Bert L. Hunt
Accounting ....Mr. William Clapham
Steamship and Passenger
Mr. R. A. Gonzalez C.
Merchandise .....Mr. A. D. McLean
Material & Supply...Mr. E. Miqualez
Port, Wharf and Exportation
Mr. W. C. Shoemaker
Radio .....Mr. H. F. Hill
Construction ...Mr. Hermes Knoblock
Engineering .....Mr. W. J. Scott
Medical .....Mr. F. D. Tucker
El Prado Club.....Mr. J. J. Kiel
Golf Club .....Mr. E. A. Olin
Football Club .....Mr. T. B. Wall
Bridge Club .....Mrs. H. F. Hill
To collaborate with Mr. J. Moeller, Latin-American Subjects
Dr. J. E. Llines
To collaborate with Mr. G. H. Law, Special Subjects
Mr. L. R. Sawyer and the above correspondents
To collaborate with Miss P. F. Shaw, Arrivals, Departures, etc.
Heads of Departments and the above correspondents

Assignments will be issued by the several associate editors to the special correspondents on various subjects of general interest.

It should be borne in mind that, in all personal items, care should be taken to avoid any matter which however humorous to the reader may not be pleasing to the subject thereof.

Every member of our organization should do everything possible to make UNIFRUITCO interesting; uncover talent, recommend subjects for articles, make suggestions. DO YOUR BEST!

WHEN Tela and Colombia begin to show the results of this campaigning for contributions, and when the other Divisions, both tropical and domestic, follow suit—as they undoubtedly will—we will have a book we can be proud of.

In this connection we want to acknowledge the fact that other Divisions have from time to time made valiant efforts to secure the cooperation of their employees, but not in such thorough fashion, and eventually results sort of petered out.

And while we are on the subject we'd like to suggest the following rules which should be observed in forwarding contributions:

Typewrite contributions—double spaced—and on one side of the sheet.

Do *not* type first words of paragraphs, proper names, names of ships, etc., in all caps.

In forwarding news items always give full names as "William Jones;" not "Mr. Jones" or "Billy Jones"; nicknames if desired may be used later in the article, when we know who the subject is.

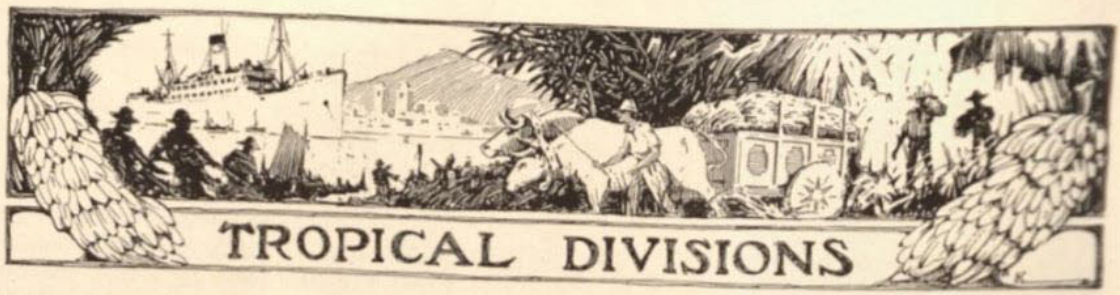
This subject of appropriate contributions to UNIFRUITCO is naturally of such importance to us that we have given you this exhaustive report.

Thank you for your attention and cooperation.

Sincerely,

THE EDITOR.

Of course Mr. Walter Long, General Manager Purchasing Department, New York, expects to be guyed in the same old way about this fish story, but you'll find he'll stick to his guns—or perhaps we should say — fish. The tarpon was caught by Mr. Long at Marco Island, Florida, last month, was 6 ft. 1" long and weighed 130 lbs. No wonder the fisherman wears a satisfied grin. Who wouldn't after a catch of this size!



Jamaica

Unifruitco Club Organized at Kingston

AT last a much needed want has been satisfied, and Saturday, January 26, will long be remembered as the birthday of the UNIFRUITCO Club of this Division. For a considerable time we have dreamed and talked about the formation of a club, and now it has really materialized. We are greatly indebted to Mr. J. G. Kieffer, President, Mr. A. A. Archer, Captain, and Mr. C. G. Campbell, Secretary, who have worked very hard to bring about its successful inauguration.

After many discussions, it was suggested that we approach the Melbourne Club, one of the best and most popular societies in Kingston, with a view to amalgamating with them. This idea was carried out and the result is a first rate club with a membership of nearly two hundred and the prospect of a very successful and happy career. Major Cox and the Executive Officers of the Melbourne Club have given us every help, and treated us in a very sportsmanlike manner throughout. We are greatly indebted to them for the hearty welcome afforded us and the privilege of being allied with a club which is so popular and greatly esteemed. We appreciate having such a club where we can meet, enjoy our sports together, and bring about that feeling of fellowship and friendliness which is the aim and object of every such organization.

A Cricket Match was played in the afternoon of January 26 between employees of the Company representing Country players and City Players, which resulted in a win for the City, the score being City 192, Country 77. The feature of the City innings was the batting of F. R. Martin, our Vice Captain, who scored 49 not out, during which he hit two splendid sixes in one over. We are indeed fortunate in having his services, as he has played in the West Indian team against England in the test matches. This speaks for itself.

During the match, and the tea that followed, the Pep Orchestra played selections, and was later commandeered for an informal dance in the Pavilion.

It was a most enjoyable afternoon. Mrs. Hislop, Mrs. Brewer, Mrs. McLean and Mrs. Archer proved excellent hostesses.

In the evening the Inaugural Dinner was held, and proved a very jolly and sociable affair. Mr. J. G. Kieffer, President of our Club, presided. The Officers present were: Mr. C. N. Hislop, Vice President; Mr. P. L. Carder, Vice President; Mr. A. A. Archer, Captain; Mr. F. R. Martin, Vice Captain; M. C. G. Campbell, Secretary; Mr. R. V. Ennever, Treasurer; Messrs. G. J. Goble, D. E. Roberts, H. Cooke, A. G. Madan, L. M. Browne and A. C. Hedman, Managing Committee. The guests of honor were: Sir Wm. Morrison, President of the Cricket Board of Control; Mr. H. Myers, President of Melbourne Club; Major G. Cox M. C., Captain, Melbourne Club; Mr. H. Barrow, Secretary, Melbourne Club; Mr. R. H. Fletcher, (Postmaster for Jamaica) Treasurer, Melbourne Club; and Messrs. J. W. Heim, J. H. Cargill and H. Harty.

SOME very interesting and amusing speeches were made. At the conclusion of the dinner, Mr. Kieffer proposed a toast to the King, which was carried out in the usual way. He then called upon Mr. Archer to explain to the gathering why we were there, when we

were going, and how! Mr. Archer suitably replied, and outlined the events leading up to the formation of the Club. He paid tribute to Major Cox and his assistants in connection with the improvements that had been carried out in the Melbourne Club, which were largely responsible for the success and popularity it enjoyed.

Our president then proposed the health of the guests. Sir Wm. Morrison, responding, brought to the Club the best of good wishes for a successful career, and dealt with the advantages of such an organization and the good done by those with great traditions from the standpoint of drawing people together socially. He went on to say that there was no finer organized body in the length of the universe than the UNITED FRUIT COMPANY, and spoke in glowing terms of the way in which the Melbourne Club had developed.

Mr. J. H. Cargill said that he regarded it a great privilege to be present on this occasion, and wished the UNIFRUITCO Club every success.

Major Cox declared that the Melbourne Club felt it a privilege to be connected with an organization like the UNITED FRUIT COMPANY, and believed that the arrangement would be of great benefit. He wanted us to feel quite at home, and that it was our Club.

In an amusing speech, Mr. Myers stated that this uniting was perfectly natural on the part of the UNITED FRUIT COMPANY. Usually other concerns did all that the Fruit Company wanted them to do. They were going to find that at Melbourne they could do pretty well all they wanted to do. He went on to say that he had motored 120 miles from Montego Bay to be there that night, and that if it had been twice the distance, he would have covered it.

Mr. Kieffer then proposed the health of Mr. Cutter, President of the UNITED FRUIT COMPANY, not only because he is President, but also because he is a great sportsman. He then called on Mr. Harold Harty, who responded humorously.

Mr. Burke Green obliged with some songs about Ireland, which were so enthusiastically received that when the party broke up quite a number remained to listen while he sang again.

Altogether it was a great evening, and a fitting end to a successful day.

Mr. C. G. Campbell, our Secretary, is to be greatly commended on the able way in which he organized the whole affair and helped to make it the success it was. On these occasions there is a great deal of work to be carried out, and it needs careful thought and preparation. We are unanimous in our thanks to him.

We are sure the Club will be a huge success, and a credit to the Company.

Colombia

A MEETING was called at the Prado Club on January 20, 1929, with the object of organizing a circulating library in the Colombia Division, for the use of employees and their families. Mr. J. R. Kansas, who has been working out the organization plans and securing subscriptions for the library, was elected temporary Chairman and made the announcement that $550. had already been subscribed and that monthly dues would amount to approximately $58. The name "Unifruitco Book Club" was adopted.

The following officers were elected: President, J. R. Kansas; Vice President, G. L. Graham; Line Vice President, B. C. Corwin; Secretary, A. V. Cooper; Treasurer, C. J. Stockbridge.

These officers will constitute an Executive Committee to have full charge of all disbursements, receipts, records and Club property.

A Selection Committee was then elected, composed of the following: Chairman, L. E. Mack; Members, Mrs. T. Bradshaw, Mrs.

C. M. Newcomb, Mr. F. A. Hatch, and Mr. E. W. Peterson.

This committee will select all the books to be purchased. A suggestion box will be placed in the Club, in which members may indicate the particular books they wish. This will guide the committee in making selections.

Plans are under way to get an order off at once and to send in subscriptions to the various book clubs. A motion was adopted thanking Mr. Bradshaw and the Company for the support given the movement. As interest in the project is quite general, we feel certain that the Unifruitco Book Club will be a great success in the Colombia Division.

"Fiestas"

MOST of us in this Division, as well as others who in previous years have had the good fortune to spend the holidays here, harbor pleasant recollections of the customary Christmas Eve gathering in the Flye homestead, "Bolivar". This year was a repetition of the previous Yuletide parties to which everyone was invited and if such a thing could be possible it was even more of a success than previous affairs. Upon Santa Claus' arrival and throughout his distribution of presents to the kiddies, great excitement prevailed and the spirit of heartfelt good will and enthusiasm of the occasion was entered into by all.

Soon after the generous Saint's departure most of those present motored back to town and assembled at the Hatch residence, where they spent the evening dining and dancing. Mrs. Hatch had thoughtfully hung bunches of mistletoe in various places, and the main object of many (of the gentlemen) present appeared to be to "park" under it. The revelry continued until well past midnight and so passed another very enjoyable celebration.

We are all grateful for having Mr. and Mrs. Flye as neighbors, for they always have been and always will be responsible for making Santa Marta a pleasant place for our Company employees to live in. The sincere thanks of all are extended to them and to Mr. and Mrs. Hatch for another display of their cordial hospitality.

Christmas morning Mr. and Mrs. Bradshaw held "open house" for all and their guests were many. Plenty of Christmas cheer and delicious things to eat were served. Even "Daddy" Olin was overheard making a "date".

A combination bridge and poker party was given during January at "Bolivar" by Mrs. Clara Ryan and Miss Eva Flye. There were four tables of bridge, but only fifteen players, as the sixteenth was concentrating too deeply on the poker table in the adjoining room. Dr. Drennan relieved the poker sharks of most of their cash, while Mrs. Hill and Mr. Scott carried off the first bridge prizes. The booby prizes at bridge were taken by Mrs. Hunt and Mr. Clapham.

Mr. and Mrs. Thomas Bradshaw entertained fourteen guests at a supper on board the S. S. *Greenbrier* in port recently, the occasion being their tenth wedding anniversary. It was a most enjoyable affair and congratulations and good wishes for many happy returns of the day were extended our Manager and his wife.

A most successful dance took place in El Prado Club Saturday evening, January 26. It was sponsored by the United Football Club and, with Mr. Harold Gregory, former captain of the team, as master of ceremonies, the affair was very well arranged and conducted. The dance was started shortly after 9 P. M. by Mrs. Bradshaw "kicking off" (a football) in which she demonstrated her eligibility for the team. Among the dance novelties offered were a "ladies choice" in which the ladies chose their partners, and two "spot" dances, in which the couple nearest a certain "spot" when the music stopped won the prize. Mrs. Robinson and Mr. Kidd, and Miss Marshall and Mr. Stanley, were the lucky "spotters".

We were honored at this dance by having three distinguished guests with us during part of the evening. These were General Carlos Cortes Vargas, *Jefe Civil y Militar* of this region during martial law, Major Garcia, of General Vargas' staff, and Señor Manuel de Mier, President of the *Club Centro Social*.

Congratulations

Some important news leaked out during the evening when it became known that Mr. George B. Gonyea and Miss Margaret (Peggy) Kimball had put over a fast one by being quietly married in Barranquilla two weeks previously. The Colombia Division extends heartiest congratulations and best wishes for much happiness to them both.

Dame Rumor has it that the Prado Peacock paused for a moment in front of the residence of the Kidd family, with the usual result:

at the unconventional hour of 10—or was it 11 A. M.—on January 29, the arrival of a bouncing baby boy, weighing in the neighborhood of eight pounds. The question now is what to name him. The final decision will be announced later.

Mr. and Mrs. W. K. H. Red, with their three children, Mickey, Arthur, and baby Warren, left on January 22 for New York. Mrs. Red has been in poor health, and we all hope that this change will result in her complete recovery.

Mr. W. J. Donnelly, Commercial Attaché from the United States to Colombia, passed through Santa Marta this week. He stayed with Mr. Bert L. Hunt, who is now in the legal department of this Division. Mr. Donnelly is the successor of Mr. Hunt as United States representative to Colombia.

Mr. Bradshaw, Manager of this Division, left with Mrs. Bradshaw on the *Santa Marta* on January 29 for Boston.

Mr. Frank X. Slane of the Santa Marta Railway Company, Limited, has been promoted from Chief Engineer to Assistant Manager. Our heartiest congratulations.

Mr. C. J. Cullen, Assistant Superintendent of Exportation, has resigned and will join Mrs. Cullen in England.

Dr. Alfred O. Gage, formerly connected with the Company in Guatemala, and also with the Chiriqui Land Company, arrived January 15 for service in the Santa Marta hospital.

MR. FRANCISCO SAENZ GONZALEZ, formerly Assistant Superintendent of Santana District, has been promoted to Superintendent of that District. His record with the Company is noteworthy and should serve as a good example to our younger employees. Mr. Saenz' first position with this Company, in November, 1912, was that of Foreman of Brazil Farm. In December, 1914, he became Overseer of Uruguay Farm. He rose successively to the posts of Overseer of Buenavista and Macaraquilla Farms, Timekeeper of Cauca, Tolima, Magdalena and Boyaca Farms, Timekeeper of Theobromina Farm, Timekeeper of Chile, Brazil, Uruguay and Antioquia Farms, Timekeeper of Macaraquilla, Castillo, Goagira and Acequia Corralito Farms, Overseer of Colombia and Goagira Farms, Overseer of Ecuador, Motagua, Antioquia and Zacapa Farms. He then became Supervisor of Water in the Aracataca District, and from that post he was promoted to Assistant Supervisor of Aracataca, and later to Santana.

Mr. Saenz is liked and respected by all his associates, and we are pleased and proud that he has been thus commended for his good work and loyalty to the Company.

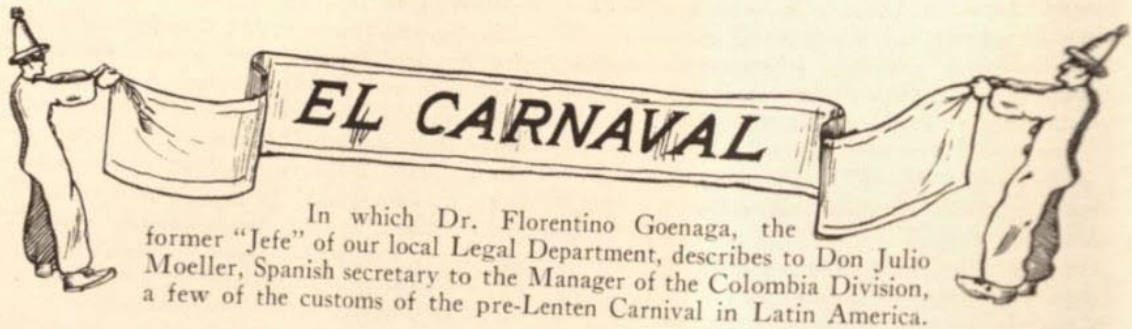
Henry Kuylen, formerly of Guatemala, has arrived to take over the position of Superintendent of Tucurinca District, re Robert Crespi. Mr. Kuylen is an old employee of the UNITED FRUIT COMPANY, having been with the organization for some sixteen years. Mrs. Kuylen is on her way here to join her husband, and we expect to have the pleasure of making her acquaintance around the middle of February.

Herman A. George, formerly Chief Clerk of Aracataca and Santana Districts, is again Chief Clerk for the Agricultural Department in Santa Marta. We are glad to have him back with us.

Federico Ahumada, after a short trip to Jamaica and Cristobal, is now in charge of our largest farm—Antioquia.

Mr. C. T. Coulstone, second radio operator, left on vacation January 9, for Yonkers, N. Y. He modestly admits that this is "next to the largest city in the States" (being adjacent to New York City). We hope he has a most pleasant vacation and that the "cool" weather in Yonkers just now will serve to remind him that a warm welcome awaits him in Santa Marta upon his return. Mr. Oliver W. Penny, formerly second operator of the S. S. *Metapan*, is relieving Mr. Coulstone.

The United Football Club attained its first birthday on January 8 and the annual general meeting, well attended, was held two days later. Mr. T. Bradshaw was unanimously re-elected President for the coming year, and the following were elected to the various offices: Hon. Secretary, R. W. Whybrew; Hon. Treasurer, A. V. Cooper; Team Captain, T. B. Wall; Team Vice-Captain, W. Ross. Of the 43 games played during the past year, 37 were won, 7 drawn, and 7 lost.



In which Dr. Florentino Goenaga, the former "Jefe" of our local Legal Department, describes to Don Julio Moeller, Spanish secretary to the Manager of the Colombia Division, a few of the customs of the pre-Lenten Carnival in Latin America.

Editor's Note: With the approval of the Division Manager, our local reporter at Colombia, Mr. W. A. George, forwarded this interview with the request that it be printed in the magazine in Spanish for the particular interest of our non-English-speaking employees there and for those who are studying the language.

We regret that lack of space forbids our presenting the paper in English also, for it is a very interesting one, but we must say a word or two about Dr. Goenaga, and give an inkling as to the subject on which he talks to Don Julio, who has passed it on to us in beautiful Spanish.

Dr. Goenaga was born in Riohacha, Colombia, some seventy years ago. Completing his studies at Bogotá, he was sent to Madrid, Spain, as Secretary to the Colombian Legation. Later, he became Governor of the Magdalena Department, Congressman, and Senator of the Republic, which last named office he still holds. He is a typical gentleman of the old school, a writer of renown, and is a corresponding member of the "Academia Colombiana de la Lengua" which is affiliated with the "Real Academia de la Lengua Espanola."

In this interview Dr. Goenaga speaks of the pre-Lenten Carnivals held in many countries of the Old World, but more particularly of the feasts celebrated in various cities of Colombia, South America.

CONVERSAR con el Dr. Florentino Goenaga es un placer. Su charla es amena e instructiva. Y por sobre todo es el Doctor un gran caballero, en quien se aprecia además del abogado erudito el diletante exquisito a quien apasionan las cosas del espíritu y a quien no deja indiferente minguna de las manifestaciones del arte o del pensamiento universal.

Vine a visitarlo a su casa y lo he encontrado en su despacho hojeando un libro.

Me recibe muy afablemente, me brinda asiento, y me pide que lo aguarde unos segundos. Sale el Doctor y al quedarme solo me pongo desde mi asiento a observarle el Despacho. Reina en él un desorden agradable. Por todos lados se ven curiosas vejeces: cuadros en que las imágenes se han ido descolorando y fundiendo sus contornos en una suave pátina antigua; muebles que viven el recuerdo de quién sabe cuantos años de la vida intensa de estudio del Doctor. Por dondequiera a mi alrededor veo anaqueles atestados de libros. Algunos son de derecho y otros obras de literatura. Miro uno de los estantes que me queda cerca y leo: Dante, Cervantes, Macaulay, Montesquieu, Spengler, etc. Todo me indica que estoy en el despacho de un hombre de estudio.

Y toda esa majestad que se respira en el despacho me intimida un poco. Me averguenzo ahora con ir a salirle al Doctor que he venido a hablarle de frivolidades. Verdaderamente debí haber escogido otro lugar para hablar con él del "Carnaval".

Un "en qué puedo servirle" muy cortés del Doctor me saca de mis meditaciones, y me veo pués forzado a exponerle el objeto de mi visita.

—Doctor . . . yo . . . yo (se me traba la lengua y se me turba la mente, especialmente porque obedeciendo a mi imaginación que es sumamente vanidosa, he querido expresarme lo mas elegantemente posible).

El Doctor nota mi turbación y sonríe bondadosamente. Su sonrisa me da ánimo, e incoherentemente trato de explicarle de nuevo el objeto de mi visita.

—Este . . . bueno . . . UNIFRUITCO desea publicar algo acerca del modo como se festeja el Carnaval en Santa Marta, y me ha hecho

el honor de comisionarme para recoger algunos datos. Algunas impresiones esquemáticas que ofrecer a los lectores de la revista. Y he acudido a usted que siempre me ha demostrado mucha deferencia para que me ayude en este trance. Basta con que me conceda un poquito de su valioso tiempo y me dé unos cuantos informes. Algo así como leves instantaneas de "Kodak" en que queden fijadas algunas imágenes—no importa que sean fugitivas con tal que sean características del festival carnavalesco de esta ciudad.

Sonrió el Doctor con esa sonrisa benévola que le es característica, y me dijo muy afablemente.

—Pero ha escogido Ud. el menos capacitado para ello. Hay tantas otras personas en ésta que podrían darle a usted datos mas interesantes que los que yo le podría dar.

Comprendo que no es evasiva sino la humildad excesiva del Doctor que lo hace expresarse así, y por eso insisto en que debe ser él quien debe proporcionarme esos datos.

Insisto e insisto y al fin accede amablemente a mis ruegos, y empezó a hablarme así:

—COMO Ud. sabe, el Carnaval es una fiesta en que toman parte todas las clases sociales de los paises de origen y costumbres latinos.

—Se celebra en los tres días que preceden al Miércoles de Ceniza que es el principio de la Cuaresma, época de mortificación para los que profesan la religión cristiana.

—Al Carnaval se le llama también antruejo y carnestolendas.

—El origen de esta diversión es antiquísimo y hay ciudades renombradas por el rumbo y la alegría con que se celebra en ellas, como Venecia, Roma, Nápoles, Madrid, Sevilla, París, etc. En la actualidad el Carnaval de Niza, en Francia, es famoso.

—Se habla de que está en decadencia en Europa y América Latina.

—En las repúblicas hispano-americanas hay algunas en donde todavía sobresalen las festividades de las Carnestolendas, por ejemplo, Venezuela, Panamá, la parte norte de Colombia, especialmente Barranquilla y Santa Marta, en las cuales el período carnavalesco se abre con un baile el 20 de enero. De Santa Marta, que es la ciudad de más antigua fundación en Colombia y en donde el Carnaval fué introducido por los españoles desde la época colonial, irradió a otras poblaciones. Fueron samarios, emigrados de su ciudad natal en el último tercio del siglo XIX los que hicieron arraigarse en Barranquilla el hábito de celebrar el antruejo que allí reviste siempre caracteres de gran animación y magnificencia.

—En Bogotá no se había adquirido la costumbre, pero hace pocos años los estudiantes, principalmente los de los Departamentos costeños, la han llevado y hoy se celebran ruidosamente allí los carnavales en el mes de julio.

—En Cartagena se han jugado siempre el 11 de noviembre, coincidiendo con los festejos del aniversario de la Independencia de dicha ciudad. Ultimamente se juegan también en su verdadera fecha.

—Concretándonos a Santa Marta y Ciénaga, que sin duda alguna son las ciudades de Colombia que conocen mejor los lectores de UNIFRUITCO, por tener la UNITED FRUIT COMPANY negocios establecidos en ellas, la alta sociedad elige anualmente una Reina, quien escoge su corte de princesas, damas de honor y ministros, todos los cuales presiden las diversiones. Consisten éstas en bailes en las casas principales y en los salones populares, en donde se ven disfraces de todas clases. En los tres días de carnestolendas andan por todas partes comparsas vestidas según los medios de los que las componen. En los centros de la alta sociedad ellas se distinguen por su originalidad y gracia y provocan el buen humor de los asistentes y participantes. Las músicas acompañan a los que juegan los carnavales tocando sin cesar, y es tan contagiosa la alegría que muchas personas de luto por desgracias recientes, arrastradas por el torrente avasallador de "Momo" quebrantan el duelo.

—Hasta hace poco las gentes del pueblo de Santa Marta representaban pintorescas escenas de la conquista en que figuraban conquistadores y autóctonos.

—No lleva trazas de desaparecer en estas regiones la fiesta del Carnaval que muchos tildan de pagana. Y lo curioso es que aunque es de origen latino, las personas de otras razas que viven en estos paises se adaptan en seguida y se ve a americanos, ingleses, alemanes, etc., entregarse alegremente al placer del baile y de las máscaras como si fueran hijos de Italia, Francia y España.

EL Doctor habla y habla acerca del Carnaval, como si fuera un tópico profundo y sabio. Y su charla es deliciosa. Pero se hace tarde y tengo a mi pesar que despedirme de él, no sin prometerme volver a charlar con él sobre tópicos más elevados y contemplar con espacio sus preciosas antigüedades y su magnífica biblioteca.

Costa Rica

Visit of Mr. G. P. Chittenden and Mr. Hartley Rowe

ON Saturday night, January 26, the Community House witnessed a cheery gathering of most of the personnel of this Division, headed by Messrs. Marsh, Cloward and Ames, the occasion being a visit from Mr. G. P. Chittenden and Mr. Hartley Rowe, who had landed at Punta Arenas, on the Pacific Coast. Mr. Chittenden's visits, though always too brief, bring the Division much joy, and Mr. Rowe won over everyone by his genial personality.

Mr. Sullivan, the Steward of the Community House, served a very delicious dinner, after which Bob Eustace and Swep Davis entertained with songs and Guy Davis with an imitation of a darky preacher. Eddie Pauley again proved himself a most capable toastmaster, gracefully surrendering the floor to Mr. Marsh, who introduced Mr. Chittenden.

Loyalty and *esprit de corps* were the themes of Mr. Chittenden's address. These attributes, he stated, are characteristic of all UNITED FRUIT COMPANY Divisions, and were exemplified to a high degree only a short while ago by the splendid spirit displayed in the Colombia Division during the recent strike.

Mr. Hartley Rowe gave a short address on the growing trend toward closer cooperation among the shareholders, the Directors and the employees of the Company, giving instances of how all three groups have benefited by this policy.

After long and sustained applause for Mr. Chittenden and Mr. Rowe everyone adjourned to the tennis courts for the Tourist dance, feeling that they had profited by these interesting talks.

MR. AND MRS. ALFRED KEYS and two children, who arrived on January 27 on the *Toloa,* have joined the ever growing Siquirres colony. Mr. Keys, who hails from England, has been transferred from Lancetilla Experiment Station, Tela, to do research work in this Division. He will take charge of a botanical station, to be opened at Siquirres, where miscellaneous plants, coffee, bananas, sugar cane and fruit trees are to be planted and cultivated by advanced methods of agriculture. Students from the Government Agricultural College in San Jose will assist Mr. Keys. A green-house, buildings and attractive grounds will make this station one of the show places of the Division.

Mrs. G. P. Chittenden arrived on the S. S. *Calamares* February 2, to visit her sister, Mrs. D. J. Cloward. On Wednesday night, February 6, Mr. Marsh gave an informal party in honor of Mrs. Chittenden, and a very jolly time it was.

Martha Seuss, who recently left the Accounting office to become Assistant School Marm, will shortly be seen dashing hither and yon on horseback, for she held the lucky number for the riding horse recently raffled by Ed Norling.

Sam Kress, who now has more tennis rackets than there are days in the week, regained his former place at the head of the list in the Perpetual Tennis Tournament by defeating Ben Scoltock 6-2, 6-2.

Lawrence Wetmore is exhibiting a wicked brand of tennis these days and has been graduated into playing in such distinguished company as Messrs. Kress, Scoltock and Johnston.

Bill Crosby sailed on the *Saramacca,* Saturday, February 9, bound for Guatemala and accompanied by the good wishes of the entire Costa Rica Division. He will assume the duties of Division Accountant at Guatemala, a well-earned promotion for Bill, who has been Chief Clerk in our Accounting Office.

On the night previous to his departure, a dinner was given in his honor at the Community House, and the song feast which followed should ring in Bill's ears all the way to Guatemala.

The first race meet of the winter season was held at the Point on Saturday, February 9. The track was built around the tennis courts and, though the horses were only wooden, there was much enthusiasm and the betting was heavy. Dr. Salisbury was the presiding steward and was assisted by Swep Davis and

Buck Rambo. The judges were Marge Curry and Claudia Gotay.

The pari-mutuel machine was kept busy and the "rake-off," which went to the ball team, was well over $50. The stands were crowded and a number of the tourists from the *Pastores* were on hand. The track was heavy.

Results of the races were as follows:

1st Race—Limon Handicap. Purse $40. Won by R. C. Calvo's Turrialba sired by Costa Rica out of the Hills. Paid 6 to 1.

2nd Race—Siquirres Plate. Purse $40. Won by W. E. Larkin's Home Run, sired by Bolshevik out of Almirante's Scalp. Paid 5 to 1.

3rd Race—Unifruitco Classic. Purse $100. Won by C. H. Krauth's Galloping Dan, sired by Speed out of Early Closing. Paid 10 to 1.

4th Race—Ladies Blue Ribbon. Purse $40. Won by Mrs. D. J. Cloward's Porter, sired by Guapiles out of Old Line. Paid 6 to 1.

THE return of Mr. M. M. Marsh, our Division Manager, on the S. S. *Limon*, January 25, after several months' absence in the States, brought joy to everyone.

Mrs. D. J. Cloward is again in our midst, after a brief sojourn in the Canal Zone, where young Holty Cloward underwent a successful operation for an intection of the foot.

Dr. W. E. Deeks, General Manager of the Medical Department, and Mr. James S. Cudlipp, his assistant, paid us a very welcome visit. From all accounts Costa Rica is getting healthier and healthier.

Mr. Joseph Corrigan, General Sanitary Inspector, paid us a flying visit, arriving on February 1 on the S. S. *Iriona* and sailing the next day on the same boat, bound for Cristobal.

Dr. B. Collins of the Rockefeller Foundation, who is investigating malaria in Turkey, passed through this port on his way to Almirante, where he will study the effectiveness of Paris green mixture on drains and still water. Dr. Collins has found that the spraying of oil to prevent the breeding of Anopheles has not produced the desired resul's, and it is quite a feather in the cap of the Sanitary Department that he should travel so many thousands of miles to witness the very successful means they have found of combatting the spread of malarial mosquitoes.

Our most recent newlyweds are Mr. and Mrs. Dean Smith (Mr. Smith is a member of the Engineering Department, Siquirres). Mrs. Smith likes Costa Rica very much—of course Dean has nothing to do with this—and the Division certainly likes Mrs. Smith.

Ed Norling left us on the S. S. *San Mateo*, February 2, and we understand he is about to join the ranks of the benedicts.

Mrs. James Mansberger and son recently arrived, bringing much joy to our Roadmaster.

W. H. Davis is a happy man these days, for his mother is paying him a visit.

Tom Whitton of the Merchandise Department is extremely busy at present, for now that the tourist season is on nearly every boat brings some cruisers whom Tom has persuaded to try the joys of a trip on a Great White Fleet boat. Tom is responsible for half a dozen passengers making the trip this year, and he claims he is only just warming up. Good work, Tom; if everyone followed your example we would need extra boats.

Friends of Conductor Jesse Phoenix will be pleased to hear that he has recovered from his recent operation and has left for Cristobal, for a vacation. During his stay in the hospital he lost forty pounds (only Jesse can afford this) and says he never felt better in his life. This should encourage our old friends Jack Marti and Bill Bell at Siquirres to reduce the belt line.

Luis Mena Solorzano, Chief Clerk of the Motive Power Department, recently returned from his vacation with a bride. His many friends wish him all happiness in his new venture.

Train Dispatcher Harry Turner claims the fly-weight championship of the Division. Any one who can make the weight (85 pounds) kindly step up.

Storekeeper F. W. Thomas is wearing a big smile again. (His wife returned from San Jose).

The Pan-American Airways, Inc., inaugurates an air service between Limon and San Jose, with a six-passenger amphibian plane. The photograph shows the plane taking off from Limon at 9 A. M., December 30

Not to be outdone in things modern, this Division now has an airplane for mail service between Limon and San Jose. Captain Julian Dexter, its able pilot, hails from Boston and is a veteran of the World War. Emergency landing fields have been built at Zent and Siquirres, but Captain Dexter has not been forced to use them so far.

The British Cruiser H. M. S. *Caradoc* paid these waters a very welcome visit in January. The Commander, Captain Moore, Captain Baggott of the Royal Marines, Dr. Johnston, and the other officers, visited the Zone for tennis and swimming. On Tuesday afternoon, the 15th, everyone was invited to tea on board the *Caradoc*, and a very interesting and pleasant afternoon was spent, during which we were shown over the cruiser and chatted with its officers over the tea cups. On Wednesday night the UNIFRUITCO Club gave a dance in their honor—one of the jolliest ever witnessed at the Point. Our British friends got a big kick out of the "tag" dances, and not content with tagging, they resorted to whacking, but it was all in fun and everybody took it in the proper spirit.

Mr. E. C. Adams, Manager of the Panama Division, paid us a short but welcome visit. Unfortunately, Mr. Adams stayed only one day.

Swep Davis and Buck Rambo have graduated into expert lobster catchers, bringing delight to the gourmands of Siquirres. The ditty, "Where, oh where, have my little lobsters gone?" is well known within a radius of five miles of the Community House.

Heard at the Community House: New arrival, "Has he been here long?" Old timer, "Oh, yes, he can even remember when the Panatrope was here."

Reg. Tyler will soon be off for Merrie England, on vacation.

The tennis courts are usually pretty crowded these days. Mr. Ames has been warming up recently, and has a wicked drive. When he gets in form even Sheldon Gordon will have to take notice.

Marge Curry and Peggy Benjaminson seem to be taking tennis seriously, for practically every night they may be seen on the courts.

The world's weirdest doubles match was recently played, before a loud and raucous gallery, Tom Whitton, Jo Patterson, Limey Edwards and Rafael Calvo being the exhibitionists. Tom won the match with a record of seven balls lost and none recovered.

Newly elected officers of the UNIFRUITCO Club: Louis A. R. De Gravelle, President; Miss Martha Seuss, Vice President; Victor MacMillian, Treasurer; Rogelio Pardoe, Secretary; G. Burt Davis, Chairman of the Entertainment Committee. This ticket won the day after a very spirited election.

Baseball practice is a serious matter these days, and if conscientious effort means anything other Divisions had better prepare for close battles. Bob Johnston got himself a beautiful shiner the other day, trying to catch the ball with his eye.

Zent

Tourists of the S. S. "Calamares" in front of Agricultural Exhibit Hut at Zent

A RESULT of the floods which occurred in Costa Rica last November is the temporary suspension of the railway service to the interior which has deprived our tourists of the opportunity to see the picturesque country lying to the west of Siquirres and of spending a day in San Jose, the capital of the country. We are endeavoring to make some compensation for this loss, however, and are concentrating as much as possible on the life and industry of the country in one small spot so that in the limited time which our visitors have at their disposal in this country they may derive the utmost knowledge of our activities.

At Zent, twenty miles distant from Limon, the Division's work has been concentrated within a radius of twelve feet under a shed of bamboo and palm leaves. Here the visitor may see a comprehensive exhibit illustrating every stage in the cultivation of various products. Ranged on shelves are bananas of every variety; pineapples reaped fresh from the fields; cacao in every stage, from the bean at the time the pod is taken from the tree up to the finished product, which is represented by bars of eating chocolate made entirely from Costa Rican cacao; balsa wood, from the log to the cut lumber, with small slabs made up for souvenirs of Costa Rica; and coffee berries still attached to the branches. Close by is a cage in which we are collecting specimens of the smaller wild animals. At present our menagerie is limited to a sloth and a tepisquinte, but, as time goes on and the efforts of our huntsmen are rewarded with greater success, we hope to acquire a Junior Zoological Garden which will be representative of the animal life of Costa Rica.

The Agricultural Exhibit at Zent enclosed in bamboo and palm leaf hut

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WE congratulate all our employees whose new appointments or transfers are listed in the pages devoted to such notices. Additional items regarding some of these changes are noted herewith.

Mr. Sam Manley, recently appointed Acting Master Mechanic, has a record of twenty-three years service with the Company.

Mr. James E. Mansberger, appointed Acting Roadmaster of the Northern Railway, replaces Mr. Frank Gee, who was transferred to Castilla.

Mr. P. M. A. Lange, now Division Inspector of all Cacao Farms, will reside in Limon.

Sad news for the Limon Baseball Team! Joe Thom, second baseman, has been transferred to Punta Arenas to take charge of the Company's Steamship Office.

Mr. J. J. Stubbe takes up his duties in the Agricultural Department for the second time, after serving two terms in the Engineering Department.

Mr. Guy Davis, our "Big League" Umpire, has been transferred from the Agricultural Department, Siquirres, to the Marine Department, Limon.

New Employees: Lawrence V. Doucette, George D. Zimmerman, and Miss Margaret M. Benjaminson, Accounting Department; Miss Catherine Sweeny, Nurse, Medical Department; Edward Galco, to take charge of Laboratory, Medical Department; Donald Hislop Tucker, Overseer, Zent Farm; Alex M. Munro, who was with this Division before the war, Overseer, Agricultural Department; John H. Smith, Willy Appel, Lionel Yglesias, Luis Diego Saenz, and Rupert S. Schleifer, Timekeepers, Agricultural Department; William Crawford, Coffee Supervisor, Turrialba District; Lloyd P. Wilson, Maintenance of Way Department; John G. Phipps, Engineering Department; Lawrence E. Richards, Acting Chief Clerk, Steamship Office; William Daniel Syrett, Material and Supplies Department; Francis Riley, Cable Clerk, Manager's Office.

Cristobal's Annual Dinner

THE event of events at Cristobal is the annual Division Dinner. The whole Division eagerly looks forward to the time when the annual reports shall be finished and the business of the Division so arranged as to permit a date to be set for the banquet. Then Department Heads rack their brains in the compilation of their speeches, and other members of the Division who know from experience that they are expected to do something at the dinner, rehearse their stunts. The ladies ransack the stores for feminine adornment, and husbands, fathers and mothers are besought for permission to attend.

This year's function was precipitated by the arrival of Vice Presidents Chittenden and Rowe. As their stay was to be of short duration, feverish preparations were made so that their attendance at the dinner might be assured. A committee of two was appointed by the Division Manager to prepare the programs and make all arrangements, and although there was a scant twenty-four hours for this, the result was most satisfactory. The Hotel Washington, Colon, was decided upon as the scene of the banquet. Each member of the Division appointed himself a "committee" to assist in every way possible, with the result that the various tasks assigned were performed promptly and efficiently.

On the great night, January 18, the 72 employees of the Division gathered in the Manager's quarters before proceeding to the hotel, the new employees obviously proud to be members of the Fruit Company family and the older ones exuding pride at the opportunity to tell the recruits stories of former dinners.

It was really a brilliant gathering that gradually assembled in the lobby of the hotel, and soon Mr. Chittenden and Mr. Rowe had met the entire staff. Then followed the march to the banquet hall, where, in the form of a giant letter "U", a gorgeous dining table was set. At the end of the "U", placidly sailing in a sea of tropical ferns, was a replica of the *Santa Marta,* her port-holes gleaming with lights and smoke pouring from her funnels. Down the middle of the table there were banked masses of ferns, Hibiscus, Bougainvillea and orchids. through which multicolored miniature lights gleamed. The guests were seated without delay and the dinner started off with much *eclat.*

At the ladies' places dainty souvenirs had been set—compacts, vanity bags and pins—which caused joyous outbursts and which were passed back and forth for admiring comment.

The Division Manager, Mr. Paul West, then arose and stated briefly the object of the annual dinners. They were held, he explained, principally for the purpose of bringing together the personnel of the Division and reviewing the preceding year's business. Mr. West then called upon the various Department Heads to give an account of their stewardship, and in due course the Freight, Passenger, Banana, Pier Operations and Accounting Departments were heard from. The orator of the Division also made a "few" (?) remarks, following which came the event of the evening—a speech from Mr. Chittenden. Mr. Chittenden did not brace himself and speak as an executive of the Company,

but rather as one employee to a number of others. His remarks were piquant, witty and to the point. Commenting on the work done by the various departments, Mr. Chittenden stressed the point that while it is necessary that divisions and departments be created, there are no barriers between them, and he declared that the very evident mutual respect and good fellowship held by employees for one another is highly gratifying. Employees are not working just for a department, but for the Company as a unit. Their interest in the Company and the Company's interest in them is mutual, inasmuch as the majority are stockholders and increased revenue due to the individual and collective efforts of the personnel is of direct benefit to employees. He urged all who were eligible to show their faith in the UNITED FRUIT COMPANY by buying stock. At the conclusion of his address Mr. Chittenden was cheered again and again. The official cheer-leader bounded from his place at the right end of the table and gave the Cristobal yell.

MR. HARTLEY ROWE was then called upon to address the gathering, which he did in his characteristically charming manner. Mr. Rowe is no stranger to Cristobal, as he was an official of the Panama Canal during the construction period. In the course of his remarks, he mentioned the building of the docks and various other works on the Isthmus in which he has had a hand. Among other things he expressed his great joy and surprise at the wonderful things that had been accomplished at Cristobal, and said that he was not prepared for such an entertainment as that provided by the Cristobal Division's annual banquet. Mr. Rowe likewise received tumultuous applause and the old "college" yell.

After the banquet the party gathered in groups in the hotel foyer and it was then that the Cristobal Division "adopted" Mr. Chittenden and Mr. Rowe. And you may depend on it that Mr. M. C. O'Hearn was not forgotten, the mention of his name being a signal for prolonged applause.

The party then adjourned to Bilgray's to enjoy the entertainment provided. Several tables were set apart here for the UNITED FRUIT COMPANY party. During the evening, Mr. Jack Brennan of the Banana Department, who, in addition to being the star pitcher of the baseball team, is also a songster of note, was prevailed upon to sing several selections, accompanying himself on the banjo.

Miss "Curley" Reese of the Accounting Department, a dainty little lady, who obviously could follow the profession of dancer if she chose to do so, gave an exhibition dance.

Not until the witching hours of the morning did the guests start for home, but at 8 A. M. everyone was on the job and the Division was functioning one hundred per cent.

WE are wondering if either Tom Kerrigan or John Kelly is wearing a new hat. Mr. Gorin reports that when passing through Havana he lost a brand new one and both these gentlemen are under suspicion, as they had plainly shown their envy of his new chapeau.

Miss Elizabeth H. Ellis of Mobile, Ala., arrived at Cristobal on the S. S. *Cartago* January 5, to accept a position in the Freight Department.

Mrs. Margaret T. Martens is another new member of the Freight Department at Cristobal.

A farewell luncheon was given at the Gilbert House, January 11, for Miss Mary E. Barrington, a member of the Freight Department staff, who resigned to join her family in Los Angeles. Mrs. Gertrude Pearson and the Misses Elizabeth H. Ellis, Dorothy L. Wertz, and Thelma N. Hilliard attended the luncheon. Miss Barrington, who combined efficiency with a pleasing personality, had made herself very popular, and we, the mere men of the Division, wish to add our regret at her departure.

Mr. Harry Einerman of the Freight Department is unusually happy these days. There is a reason. Mrs. Einerman and little Ruth Frances are due at Cristobal at an early date. We, too, are looking forward to the arrival of the popular Harry's family.

The UNIFRUITCO Baseball team of Cristobal was defeated by the High School aggregation recently in the Twilight League. The defeat was entirely chargeable to errors, which are in turn chargeable to lack of practice. Increase of business has not permitted members of the ball team to put in the necessary amount of practice, but this will be remedied shortly.

We have heard the story of the absent-

minded professor, who when making a social call could not locate his hat for the reason that he was sitting on it. This, while a good story, is completely surpassed by one we recently heard of the absent-mindedness of a certain chap who, going to lunch one noon in a hired automobile, which also contained the Division Passenger Agent, left the automobile and entered the Passenger Agent's house, much to the surprise of the latter's family, who were not expecting luncheon guests on this particular day. It was suggested that somebody be delegated to accompany the absent-minded one back to work, as there was a possibility, when the automobile stopped in front of the Fruit Company office, of his leaving the car on the wrong side and starting to work in the office of the French Line, just across the street, for the afternoon.

Mr. George Summerlin, American Minister to Honduras, arrived on the S. S. *Pastores* January 7 and sailed for Honduras via Corinto on the S. S. *La Perla* January 14. The *La Perla* will make the extra call at the port of Corinto northbound to accommodate Mr. Summerlin.

At the risk of being accused of blowing our own horn too loudly, we will state that we are piling up records at Cristobal. During the week ending January 14 we handled a total of 22 steamers, as follows:

S. S. *Uribe,* coffee from Buenaventura.
S. S. *Hvoslef,* general cargo for Puerto Puntarenas.
S. S. *La Perla,* general cargo from San Francisco.
S. S. *Cartago,* general cargo from New Orleans.
S. S. *Feltre,* bananas to Los Angeles.
S. S. *Kinderdyke,* bananas to Los Angeles.
S. S. *Mayari,* general cargo to Puerto Armuelles.
S. S. *Esparta,* coffee for San Francisco.
S. S. *Deroche,* oil from San Pedro.
S. S. *Pastores,* general cargo from New York.
S. S. *Sixaola,* general cargo from New York and Kingston.
S. S. *Iriona,* general cargo from New Orleans.
S. S. *Narenta,* bananas to Los Angeles.
S. S. *California,* bananas to Los Angeles.
S. S. *Suriname,* bananas and general cargo to New Orleans.
S. S. *San Pablo,* general cargo to New York.
S. S. *Parismina,* general cargo from New Orleans.
S. S. *Pastores,* general cargo from Limon.
S. S. *Manaqui,* general cargo to Puerto Colombia.
S. S. *La Perla,* general cargo Limon to San Francisco.
S. S. *Hans Leonhardt,* coffee from Buenaventura.
S. S. *Bolivia,* general cargo to Vancouver.

On Saturday, January 14, the UNITED FRUIT COMPANY team played a tie game with a strong team from Fort De Lesseps in the Twilight League of the Isthmian Baseball Association. The game was the most interesting of any yet played in the Twilight League and it was nip and tuck up until the last ball was pitched.

DR. WILLIAM E. DEEKS and his assistant, Mr. James Cudlipp, were visitors to Cristobal during the week ending January 26.

Mr. M. M. Marsh, Manager of the Costa Rica Division, was a passing visitor on the S. S. *Santa Marta,* January 23.

We also had as transient visitors Mrs. S. Scoltock, Miss Jessie Scoltock, Mrs. D. J. Cloward, Miss Leonidas Cloward and Master Holt Cloward, who passed through Cristobal en route to Limon on January 25. Mr. Scoltock is connected with the Agricultural Department of the Costa Rica Division, and Mr. Cloward is Assistant to the Manager of that Division.

Sr. Don Enrique of the Panamanian Embassy at Washington, D. C., was a passenger bound for New York on the *Toloa,* January 25.

Old timers at Preston and Banes will remember Miss Hazel Bruce, who at one time was connected with the hospitals of those Divisions. Miss Bruce was a passenger bound north on the *Toloa,* January 25.

Mr. Manuel Montejo and family sailed on the *Coppename* on January 25 for New Orleans. Mr. Montejo is a representative in Central America for Mr. Minor C. Keith.

Miss Jane West, sister of our Division Manager, arrived on the *Toloa* on January 24 for a short stay with her brother.

The following pathetic appeal was picked up by the reporter in the office of the Superintendent of Exportation. While he has not been able to positively identify the poet he is much inclined to suspect a certain young chap in the Banana Department who pitches for the UNIFRUITCO team, plays the guitar, sings haunting melodies and is the bone of contention among the bachelor girls of the Division. So far he has escaped matrimony.

My conduct's been awful,
My appetite—beer;
But my work has been perfect
Throughout the past year.
I expect to be married
In a couple of days;
Expenses will double,
Together with trouble,
And I would appreciate
A nice little raise.
I realize, Boss,
You are often discouraged,
Paying lost time,
Dead freight and demurrage;
But why blame me, Boss?
And I must be fed,
Though Tony be late
And Perino's in bed.

We regret to report that two of our important members, Mr. Clifton H. Hewett, Assistant to the Manager, and Mr. W. E. Adams, Chief Clerk of the Freight Department, have been on the sick list recently. We trust they may shortly fully recover and again be in their usual good form.

Mrs. G. P. Chittenden, wife of our Vice President in Charge of Tropical Divisions, and their son, Thomas, arrived at Cristobal on the *Calamares* on January 31, intransit to Limon.

There is an old story told of two construction men, hired to come to the Isthmus by the Government way back in 1906, during the construction of the Canal, who, on the night of their arrival in New York City en route to their destination, indulged in a celebration from which after seasickness set in they did not recover until the steamer had arrived at Cristobal in the early hours of a fine tropical morning. When the steamer docked one of them gathered sufficient energy to raise himself up in his bunk and peer through the porthole, and the first object to meet his eye was a railroad box car marked with the initials P. R. R.—Panama Railroad.

Calling to his companion in the upper berth he said: "John, wotinell have we been doing? Where are we? Here's the blame old Pennsylvania Railroad outside."

This tale was brought to our mind the other day when the *Calamares* arrived with a long list of cruise passengers, one of whom was heard to remark: "If I'd only known the Pennsylvania Railroad had a service to the Isthmus I'd have gone by rail and not been seasick."

On January 22 a meeting was held which was attended by employees from the various departments of Cristobal Division with the object of forming a Club. Great enthusiasm in the project was displayed and, after details had been discussed, it was proposed that nominations for club officials be made and that another meeting be held by employees on January 29 at which nominees would be voted on and the successful candidates elected for the year 1929. This plan was followed and as a result the "Cross-Roads Club" with a membership of sixty is now in full swing under the direction of the following officers: Bill Adams, Freight Department, President; Ken Osborne, Accounting Department, Vice President; Thelma Lewis, Accounting Department, Secretary; Fred Pauling, Accounting Department, Treasurer. Executive Committee: Paul West, Harry Einerman, Clif Hewett, A. B. Simons and Curley Reese.

The "Cross-Roads Club" is, as its name signifies, an association of employees of the Company located in the very centre of our organization's activities. We have every hope that it will become a power for good in the Division. It will serve to keep employees in close touch with each other and with the members of the staff who will all meet at various times for healthy, clean entertainment. The Club is an experiment but we feel it will prove such a success that it will be continued indefinitely.

Georgie Reagan of the Accounting Department seems to be having a tough time making up his mind which to buy—a Packard or a Ford. During his free hours he has worn a path between the Packard Garage and Powell's Ford Agency, but thus far all he appears to have bought are a lot of taxi rides. Wonder why this sudden determination to own a motor car?

This is evidently the day of contests on the Isthmus. A contest for the selection of queens for the coming carnival season and

much competition among a bevy of American beauties as to which will be selected to impersonate Miss Canal Zone. Panama City has many fair contestants representing the Pacific side, while in Colon much enthusiasm is being shown in the selection of a queen to conduct ceremonies for the Mardi Gras on the Atlantic side. A contest being run between newspapers of the Isthmus, the *Star and Herald* and the *Panama American* for the selection of the most popular ladies in the Zone. And a tournament to determine the world's worst golfer. We understand that in this last named contest the race is among Reagan and Tony Daly of the Accounting Department and Frank Robertson of Terminal Operations, and that score cards cannot be obtained with sufficient space to note the number of drives being made between holes.

Anything that happens here seems to come in the form of an epidemic. The latest is a sudden craving for exercise and, accordingly, everyone is playing ball, or swimming in the Washington Pool, or crowding the golf course at Gatun.

We are rather expecting many "charlie horses" during the coming weeks and hope there are enough wheel chairs on the Isthmus to provide transportation to the office.

Banes

NOW that the crop has started, our Mill Superintendent reports the arrival of several new employees at Macabi: Pearly Antill, Head Sugar Boiler; R. E. Caldwell, Lester Houck, Thomas E. Boyett, Bench Chemists; Holland McCoombs and W. J. Bemis, Chemists. We are also glad to see R. W. Atkins back from his "Dead Season" vacation to carry on again this year as Chemist.

Other newcomers to the Division we have to report in this issue are the following transfers: From the Purchasing Department, New York, Robert J. Morrison, as Stenographer in our Merchandise Department; from Guatemala Division, Wesley Howe, Live Stock Timekeeper, and Eugene Borda and Ben F. Thompson, Farm Overseers.

In our list of recent arrivals we must not forget to include the youngest son of Mr. and Mrs. Chester Gibbons, who made his appearance on the scene at Banes Hospital, December 30, 1928. Up to the time of writing, the weighty matter of choosing a suitable name for him has not yet been settled, so we must present him to our readers as "Chuchu", the sobriquet given him by his erstwhile doctor friends.

Apparently the stork was kept very busy paying last minute calls in 1928. We are delighted to report that Mr. and Mrs. Mayo Carrington have a baby daughter, Nancy Alden, who made her debut in Dracut, Mass., December 31. We expect to have Mrs. Carrington and her young daughter with us by March.

The above photograph will give some idea of how the American Club looked on Christmas Eve when the Banes Athletic Club gave its customary Yuletide dance. The decorations were by far the most attractive and original ever put up in Banes and we know you won't have any difficulty in guessing who was responsible for them. You're right first time—Bill Hiscock. Pop Diebold and Adam Berberich as usual were on the job and due mainly to their efforts, the dance was a bang up affair. We mustn't forget to mention that many thanks are due Señores Raffo and Andres Perez for the able assistance they gave with the decorations

Dame Rumor sure knows her stuff! Here is Gilbert Teer, our Paint Foreman, back from vacation with a bride, thus confirming all those previous reports of a matrimonial venture. Mr. and Mrs. Teer returned to

Banes December 22. May the future bring them all happiness.

"Gee, look at 'em 'Hot Dogs!' Who's game for a picnic?" asked "Shorty" Walsh. "We are," agreed everybody. Whereat all the little red frankfurters in the Almacen were confiscated and Sunday morning saw the Younger Set—the lads and lassies of Banes Division—jollily bumping along the road to Puerto Rico in the Construction Department truck. The Laundry Van did duty as Commissariat Wagon and there was a bountiful supply of nourishment on hand for all the frolickers. Swimming, gamboling and cavorting with the proper amount of foolishness made up a full program until about four o'clock, when the merry gang was jolted back to Banes in time for the usual Sunday polo game.

The picnic at Porto Rico Beach

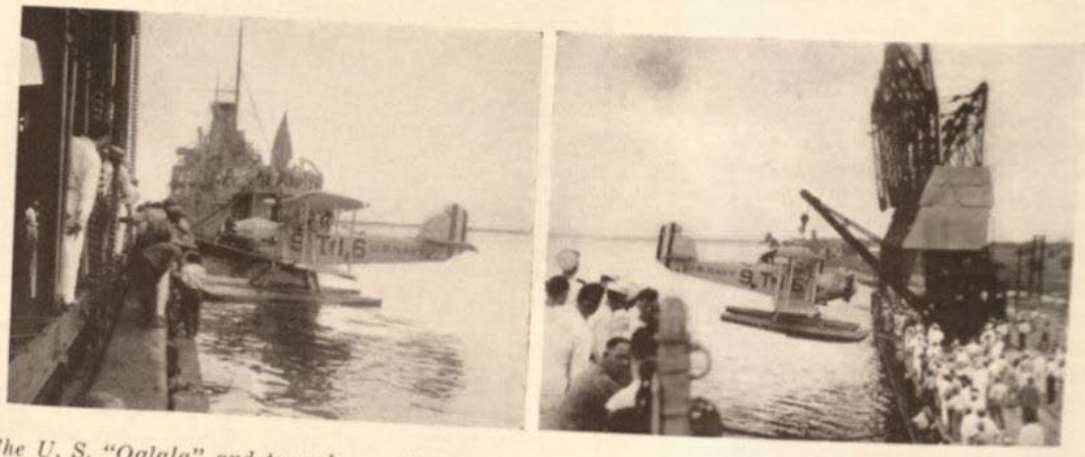
"Al" Chagnot as a picnic organizer leaves little to be desired, but as an exponent of the correct manner of wearing a beret he is unsurpassed. We just know that Al must be of Basque extraction because he wears his so unconsciously.

"Swing low, sweet chariot," but miss the bumps, and don't break any springs.—Our "Inmates" of the Chicken Coop have bargained for a flivver to be delivered to their care every Sunday. They say, boys, if we're good they'll give us all a chance for a Sunday swim out at Porto Rico, to acquire that good old tan, the envy of our friends up North.

Mill Engineering Department, Macabi

Standing, left to right: Manuel Fernandez, Luis Pinton, G. C. Critch, Harold Seaburg, James Simpson, Rogelio Martin, Tomas Foster, F. D. McCarthy, J. L. Doyle, Jose Bahr
Center row: I. F. Mattson, Amparo Lafitte, Alberto Hernandez, Dulce Albanez, Pio Lopez, Consuelo Lafitte, W. Hind
Bottom row: Pedro Cabrera, Leopoldo Lafitte, Jr., Antonio de la Calle, Oscar Cabrera, Salvador Rodriguez, Augustin Borrell

Castilla Acts as Naval Air Base



The U. S. "Oglala" and two planes of the air squadrons which took part in the Naval Manoeuvres. The "Oglala" and the planes are shown at Puerto Castilla, which was selected as a fueling base

WE have seen something of this winter's Naval Manoeuvres, which will culminate shortly with the meeting of the fleets in Panama.

The Pacific Fleet was reported from a California port to have set out for the purpose of attacking the Canal. Air squadrons were dispatched from eastern ports to the Canal to harass the attacking fleet and hold it off if possible until arrival of the Atlantic Fleet.

Due to various advantages, Puerto Castilla was selected as a fueling base.

The U. S. *Oglala,* acting as tender, arrived on January 11 and prepared for the anchorage and fueling of the planes. During the afternoon of the 14th the planes began coming in, having made the trip from Norfolk, Va. In all, twenty-three planes tied up to buoys laid by the *Oglala.*

One of the planes wirelessed ahead that it was having pontoon trouble and on arrival it was hoisted onto our dock for repairs. The promptness and dispatch with which this was accomplished by our Mechanical Department won favorable comment from the officers in charge of the squadron.

The planes started taking off January 16, but some of them, as well as the S. S. *Oglala,* did not get away until the following day as the result of a mishap whereby one of the planes caught fire and burnt up while taxiing out to take off; we are glad to say, however, that the pilot and the two men with him were uninjured.

It was a decided pleasure throughout to be with the visitors—on the ball ground, in the Club room, during the line trip and their visits about town, and to call on them on the *Oglala* and inspect their planes. They will be back in April and all will be glad to see them.

"Benedicts" Defeat "Single Men" in Close Game

THE baseball season was officially opened on January 20 with a close game between the "Benedicts" and the "Single Men".

There was lots of "pep" and rivalry and, considering the lack of practice, it was a pretty fast game. The "Benedicts" took the game with a score of 7 to 6, and the "Single Men," consequently, signed the Vale for the refreshments.

Among the outstanding events of the game were the following:

Spiller and "Panama" Ramirez had some difficulty in hitting the ball. Spiller also had difficulty in "hitting" the home plate.

Base Umpire Mitchell (Single) did his best to "even up" for the poor ball and strike umpiring of Johnnie Moore (Married).

When Pitcher Doc Phelps let Jim Flanary knock a home run, he was immediately rushed to the "showers".

Gerard Maale featured as a pinch hitter when the bases were full.

Pinky Burks went home immediately after the game, as all good husbands should.

After seeing the game, we are convinced that we have some mighty good material and, like the old miner, believe we are right in saying: "Thar's gold in them thar hills." Of course, there will have to be some weeding out and shifting around, not to mention plenty of hard practice, but we have no doubts as to how the Fourth of July games will turn out.

We hope to see many more games between the "Benedicts" and the "Single Men," as these teams create a great deal of interest. Besides, hard practice is all right in its place, but diversion is also needed, and these kind of games give both.

Courtesy Call of U. S. S. *Denver*

THE U. S. S. *Denver*, of the Special Service Squadron, arrived off Truxillo on January 5 for a courtesy call.

Arrangements were made to entertain the officers and men and for two ball games to be played. Results of the games were as follows:

1st Game S.S. *Denver* 6 *Castilla* 2
2nd Game S.S. *Denver* 3 *Castilla* 3

The second game went for 11 innings and was called for darkness. (We understand from reliable sources that Tela lost both games played with the *Denver*).

Two dances were given in honor of the officers, the first by the Truxillo authorities, to which we were courteously invited, and the second by our Company. Both were most enjoyable affairs.

MR. V. T. McDONALD, who "pianoed" the Old Year out and the New Year in for us, returned to Tela on S. S. *Zent*, January 3. Mack did a good job and we hope to have the pleasure of hearing him tickle the ivories again in the near future.

Mr. James R. Barnes, new Timekeeper, arrived on December 31, just in time for the New Year's Dinner Dance.

Mr. A. L. Sharp, of the Research Department, Tela, is spending a few weeks with Marse John Miller at Corocito on work in connection with irrigation experiments.

Mac Palmer and Mignon sailed on the S. S. *Tivives* for Kingston, where they will be married and spend their honeymoon. We wish them every happiness and hope to have them with us again real soon.

Mr. W. A. Wood, our ex-Chief Draftsman, who has been transferred to Chiriqui, sailed for New Orleans with Mrs. Wood on January 7. Mrs. Wood will visit her home in Idaho and Bill will proceed on to Chiriqui. We are going to miss Peggy and Bill.

Mr. Victor McInnis sailed for New Orleans and places North on the S. S. *Atenas*, January 7, for a six weeks' vacation. We would give a great deal to see Mack trudging up and down "them ole Mississippi hills".

Dr. John R. Johnston and Mr. R. B. Tewksbury, of the Research Department, Boston, arrived January 7 on the *Atenas* for a short stay in Castilla before proceeding to Tela for a Research Conference. Drs. O. A. Reinking, Wilson Popenoe and L. S. Wheeting, of the Research Department, came overland on January 7 to meet Dr. Johnston and Mr. Tewksbury, with the intention of going over experimental work in Castilla.

Dr. A. Bonazzi, Agronomist, of the Research Department, Preston, accompanied by Mrs. Bonazzi, also arrived on the *Atenas* en route to the Tela Conference.

Mr. Luis Paz, Tela Overseer, accompanied by his sister, Lolita, arrived on the *Atenas*, January 7, from vacation trip, and proceeded to Tela on the *Tucurinca*.

Mrs. Marion Walker, Bill Wood's sister, has decided to remain with us, and after straightening things out in the M. & S., is permanently located in the Accounting Department.

Messrs. R. V. Waterhouse and W. (Bill) Buote returned from their vacations on the S.S. *Carrillo*. During his stay in the States, Mr. Waterhouse attended the Annual Conference of Fruit Dispatch Company held in Chicago.

Mr. C. E. Canfield, of the Transportation Department, sailed on January 14 for a vacation in Milwaukee.

Captain Barbour, who had been visiting Mr. Rollins for a few days, sailed for Tela, en route to New Orleans, on the *Carrillo*.

The Traveling Auditor, Mr. L. A. MacLeod, and his staff, composed of Messrs Allen, Nelson and Forrest, paid a flying visit to Castilla on January 14, arriving on the *Carrillo*. On the afternoon of that day Mr. MacLeod left by plane for Tela. Messrs. Allen, Nelson and Forrest continued on the *Carrillo*.

The S.S. *Turrialba*, which arrived on January 14, brought us a bride and groom, namely, Mr. and Mrs. Pinky Burks. Pinky, without warning us beforehand, took the fatal step while on his vacation. We wish them all success in their future life.

Mr. D. J. O'Sullivan, Mrs. O'Sullivan and their young son, arrived on the *Atenas*, January 21. Apparently "Sully" couldn't stand being lonesome any longer, so he sailed on January 7 to bring the family home from an extended visit to the States. Two days later, Mr. O'Sullivan, who has been making so many trips hither and yon lately that he just can't stay put, left by plane for a flying trip to Guatemala, where he will spend a few days showing them how we do it in Castilla.

We are very glad to welcome Mrs. Hilda Bonney to our midst. So is Bonney!

Our old friend Bill Graves, Chief Clerk, Tela Accounting Department, spent Sunday, the 20th, with us, arriving and departing on the *Victor*. During his stay, Bill had the pleasure of witnessing the baseball game played by the "Benedicts" and the "Single Men," and we have no doubt that he took back a lot of valuable information regarding our "star" players.

Mr. R. H. Coutant, who recently joined the ranks of the Electrical Department, is a real old Castillaite. He was employed here by Contractor H. M. Fields from March to September, 1916, and by the Company in the Mechanical Department from September, 1916, to January, 1924—with the exception of about two years during the War.

The airplane of January 23 brought back "Jefe" Davis, who has been on a short visit to the principal banana port on the North Coast of our neighboring Republic.

Tela

Christmas Eve Dance at Progreso

THE employees of Progreso and Ulua Districts were hosts of a huge and successful Christmas Eve ball. The office building at Progreso was beautifully decorated with palms and flowers, and colored paper placed over the lights made it look even more festive. The Ulua and Progreso offices were reserved for dancing, and the upstairs gallery was used as a refreshment corner where the most delicious tamales were served. The ever popular marimba band furnished music. The "99" carried enthusiastic guests from Tela, and returned them in the wee hours of Christmas morning. There also were numbers of people present from San Pedro.

New Year's Eve Dance

AS usual, the New Year's Eve dance given by the ladies of Tela was a roaring success and the happiest dance of the year.

The Masonic Club, where the festivities were held, was suitably decorated; the Tela Marimba Jazz Orchestra played lively music; annual reports and closings for the time were forgotten; and a spirit of gaiety reigned supreme.

The list of dances varied, but the hit of the evening was a nationality-and-length-of-service-elimination dance, sponsored by Bill Mais. Ladies' choice was also an excellent number.

With confetti thick as snow, streamers entangling everybody, and noise-makers working at 100 per cent., when the hour of midnight was sounded by the power house whistle pandemonium reigned.

A buffet supper, with delicious sandwiches and salads, was served. The dance eventually broke up—but only because the midget drummer boy of the Marimba swallowed his drum!

Business goes where it is invited and stays where it is well treated.

The Jungle's Hymn of Hate

By an employee of the Tela Railroad Company

'Twas thus the jungle spoke to me
As I slept in the woods alone,
And the mosquitoes sang a lullaby
About the walls of my *pavejon.*

They are beating at my borders with their tools of steel and iron,
My beasts are fleeing inward from the day;
They are forcing back my outposts with their lines of shining rails
Progress drives the Moan Bird far away.

They've broken the spell of darkness that has lasted all these years,
Since the Sun God led the Mayans to the night:
They've profaned my mossy altars with the blare of noisy horns,
They have nullified my power of bloom and blight.

They have mocked my deadly fever from the nightmare of my fog;
They scorn my floods and jeer my driving rains;
They have made a healing serum from the deadliest of snakes:
Their enemies are balm to heal their pains.

They have gathered renewed vigor from the way I try their hearts,
With women, wine: the curse of weaker souls.
They even curse contented at the million stinging bugs,
That drive my creatures deep into their holes.

My demons all are impotent and my days of rest are done,
But forever waiting, treacherous, I lie;
If they but abate their vigilance one moment in my land
I strike with all my venom. And they die!

'Twas thus the jungle spoke to me
As I slept in the woods alone,
And the mosquitoes sang a lullaby
About the walls of my *pavejon.*

Annual Duck Hunters' Convention

THE Tela Duck Hunters convened at "Rossi's" Friday evening, January 18, at seven, to partake of a fine "Duck Gumbo" prepared by Mrs. Thelma Mais. The ducks were killed by a party of the most famous local hunters, including our trick-shooter, who has acquired the art of killing ducks on the wing while being completely submerged.

After supper the party passed to the Masonic Club for a few dances before bidding one another good-night.

Results of a Few Hours Hunting Near Tela
Dr. R. B. Nutter, Mr. J. G. Beasley (Tela's fancy shooter), Mr. E. Lauriano, and Mr. Walter Bay

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THE Tela baseball team started the season "on the wrong leg," yielding two games to the U. S. S. *Denver* on January 17 and 18. Scores: January 17, 6 to 2; January 18, 4 to 1. (Tela won its previous game with the *Denver* played in August, 1928, 5 to 2.) The Tela team, greatly off form through lack of practice owing to heavy work during the last three months, could not subdue the sailor boys, although our men looked good in spots and the game as a whole was full of thrills. These defeats were the first set-backs experienced on our home ground in the last three years, where most of our games have been played. Our boys are out for blood now, and Manager Garsaud has ordered strenuous practice to commence immediately. Everything is in readiness to get the development of the team under way and within a short time the athletes will be in their regular stride.

Weddings:

Miss Maria Luisa Spear to Mr. Antonio R. Salgado on Christmas Eve at the home of Mr. and Mrs. George Brayton. Mr. Salgado is an employee of the Electrical Department, and Mrs. Salgado was formerly employed in the retail dry goods section of the Merchandise Department.

Miss Ernestina Toro to Mr. Tom W. Watson on January 5 at the home of the bride's father, Señor don Miguel Toro. Mr. Watson is an employee of the Truxillo Railroad Company, and he and Mrs. Watson will make their home in Castilla.

Excerpts from Tela Daily News Bulletin

S. S. *Abangarez:* Returned from Fruit Dispatch conference: Mr. W. W. Anderson, Overseer, Progreso District; Mr. R. H. Dodd, Draftsman, from vacation. Sailed on this ship: Mr. F. Mullan, Dragline Operator; Mr. J. O. Cappel, Overseer, Progreso District; Mr. and Mrs. G. Ascough; Mr. A. Doak; Mr. R. S. McKim, Aviator; Mr. Luis Bogran, Diplomat; Mr. C. H. Hobart, Engineering Department; Mr. F. Whitsel, Railroad Engineer; Mr. H. Barden, Mechanic.

Personalities: Mr. J. C. Blick, representative of the American Museum of Natural History, is now in Tela to collect fossils from Honduras, for the museum.

S. S. *Castilla:* Arrivals: Mr. W. L. Hallowell returned from vacation. Mrs. M. D. Lothrop's mother also came on this boat. We extend her a hearty welcome and hope she will enjoy her stay in Tela.

S. S. *Iriona:* Returned from vacation: Mr. C. Coleman, Transportation Department. Mr. Marston Bates, Lancetilla Experiment Station, returned from Guatemala after doing experimental work in that Division.

S. S. *Castilla:* Sailed for New Orleans on the *Castilla:* Miss M. E. Fahnley, Stenographer; Mr. I. M. Smith, Engineering Department; Mr. D. L. Balderach, Engineering Department; Mr. C. Hodel, Overseer, Guay-

mas District; Mr. F. Reedy, Blacksmith; Mr. L. M. Balderach, Clerk; Mr. J. Thompson, Overseer, Guaymas District; Mr. Luis Paz, Overseer, Progreso District; Mr. J. B. Stewart, Mining Engineer; Mr. Herman B. Deutch, Newspaperman; and Mr. Guillermo Martinez and family to Puerto Barrios.

Obituary: The sad news has reached Tela that Norman Green and Hubert Davis were in a serious automobile accident in St. Louis, Mo., resulting in Norman being burned to death, and Hubert being critically injured. For some time previously, they had been together in Canada taking pictures of big game for the screen. Both were well known in Tela. Norman was at one time an Overseer in Progreso District, and later Company Photographer. Hubert worked for the Exportation Department, was the best golfer down here, and was always to the fore in athletic events.

S. S. *Manzanares:* The 10,000,000th stem of bananas was shipped on the S. S. *Manzanares*—the first time this figure has been reached in the history of the Tela Railroad Company.

S. S. *Carrillo:* Sailed for Puerto Barrios on the *Carrillo*. Dr. W. E. Deeks and his Secretary, Mr. J. S. Cudlipp.

S. S. *Abangarez:* Returned from vacation, Mr. I. deCastro, Overseer, Progreso District; Mr. G. Spurlen, Dragline Operator, and his bride.

U. S. S. *Denver:* The U. S. S. *Denver* arrived at Tela, and a party of officers and crew went sightseeing to Progreso. A dance was given for the officers in the Mess Hall the same night, and a smoker the following night.

S. S. *Castilla:* Almost a record number of cabin passengers, 43, left for Puerto Barrios on the *Castilla*. Among them were Canon Thornton who is leaving Tela; Mr. and Mrs. L. A. Wood. Left on vacation: Mr. C. W. Pruitt, Merchandise Department, for New Orleans.

S. S. *Carrillo:* Arrivals: Mr. and Mrs. H. H. Hutchings, returned from their honeymoon. Mr. K. T. Roberts, Overseer, Progreso District; Mr. and Mrs. D. K. Linton, Guaymas District, from vacation. Mr. L. A. MacLeod, Traveling Auditor, formerly Accountant in Tela, and his assistant, Mr. H. N. L. Forrest, also an old timer of Tela, paid a visit to the Accounting Department. Mr. C. Dean, Photographer, returned from the States.

S. S. *Abangarez:* Arrivals: Miss Sue Weaver, Manager's Office; Mr. R. Neal, Toloa Plantation; Mr. A. Kieffer, Lancetilla Experiment Station; Mr. D. Whitesell, Conductor, returned from vacation.

Aviation: The route to be followed by the Pan-American Airways is as follows: Miami, Havana, Yucatan, Belize. Barrios, Tela, San Lorenzo, Corinto, San Jose, Cristobal.

The first plane of the Pan-American Airways which will arrive in Tela on February 5 or 6 will be flown by Colonel Lindbergh. One of the planes has already been at Tela making a trial trip.

Visitors: Dr. J. R. Johnston, Director Agricultural Research, Boston; Dr. O. A. Reinking, Director Tropical Research; Mr. R. B. Tewksbury, Statistician, General Research Department. Captain Barbour of the Barbour Steel Boat Company is the guest of Mr. Goodell.

MRS. W. S. THOMPSON, mother of Dr. R. A. Thompson, arrived on the S. S. *Abangarez* for a short visit.

Mrs. Ida Ransom arrived on the S. S. *San Benito* to visit her brother, Mr. Douglas D. H. March.

Mrs. Elinor Mordaunt, English authoress, sailed on the S. S. *Tivives* after a short visit to Tela.

Mrs. W. C. Wheeting arrived on the S. S. *Castilla* to join her husband, Dr. Wheeting, of our Soil Laboratory.

Tela welcomes the following new employees: Mr. N. C. Abrahamson, Draftsman; Mr. James Ballance, Draftsman; Mr. R. J. Dickens, Conductor; Mr. G. S. Foster, Blacksmith; Mr. J. A. Gooch, Machinist; Mr. J. D. Maloney, Junior Engineer; Mr. E. C. Robinson, Junior Engineer; Mr. B. B. White, Brick Mason; Mr. R. E. Bell, Clerk-Stenographer, Railroad Office; Mr. Julian Dexter, Pilot; Mr. J. W. Loller, Tractor Mechanic.

Promotions and Transfers:

Tela lost another "old timer" when the S. S. *Castillo* steamed out of the bay on the

morning of December 27, carrying Mr. and Mrs. R. E. "Dinty" Moore and child, and leaving behind their many friends who had gathered on the dock to wish them good luck and bon voyage. "Dinty" was transferred to the Guatemala Division as Assistant Chief Engineer. Mr. Moore entered the service of the Company as instrumentman on January 18, 1921. In September of that year he resigned and was reemployed as Assistant Engineer on August 16, 1923. He was made Acting Assistant Chief Engineer in September, 1927, and was later promoted to Assistant Chief Engineer, which position he held until his recent transfer to Guatemala.

Mr. E. M. Crawford, who has only been with the Company since November 23, 1927, was selected to succeed Mr. Moore as Assistant Chief Engineer. Mr. Crawford was first employed as Assistant Engineer, being promoted later to Chief Field Engineer.

Mr. A. L. Bump, who came to the Company on August 29, 1925, and who has served in the capacity of Assistant Engineer and Project Engineer, has been promoted to Chief Field Engineer.

Mr. Frank Gee, who has been with the Company for many years, was recently transferred from Costa Rica to Yardmaster of Tela Railroad Company at Progreso.

Mr. E. P. Patterson was transferred from Cashier, Raleigh Branch, Fruit Dispatch Company, to the Farms Department of the Tela Railroad Company.

Correction: In the account published in the January issue of the Third Meeting of the Tela Racing Association, a statement appeared to the effect that "Aeroplane," which took the first prize of $500. in the International Derby, is owned by Mr. E. M. Cobb. A note received from Tela advises us that "Aeroplane" was trained and entered by Mr. Cobb, but that Mr. Cobb is not the owner.

Find the Word!

Mr. George A. Childs of the Revere Sugar Refinery has sent this drawing as the first of a series to appear monthly. The drawing contains the letters of a word relevant to the business of the Company. Next month Mr. Childs will furnish the key to the above puzzle picture, as well as a new one for you to decipher

A LETTER TO EMPLOYEES

from the

Chairman of the Committee on Suggestions

New Orleans, La., January 26, 1929

TO ALL EMPLOYEES:

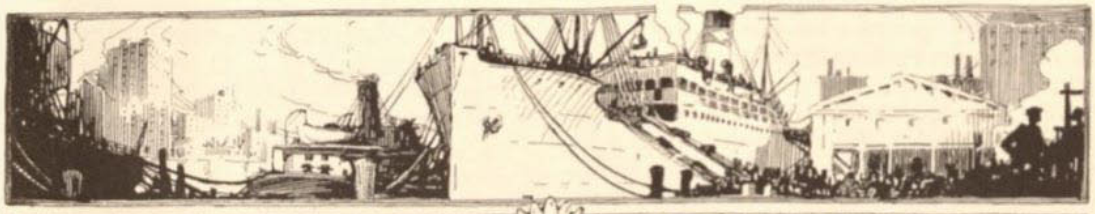
As Chairman of the Committee on Suggestions, I wish to thank all employees who made suggestions during the year 1928, and to invite all employees of the Company, wherever located, to send in anything which occurs to them, either in their own Department or from observation in other Departments, that might be of benefit to the Company.

The Committee on Suggestions is anxious to receive as many suggestions as possible, and desires to have the full cooperation of the entire staffs of the United Fruit and Fruit Dispatch Companies.

Yours very truly,

CRAWFORD H. ELLIS

CHAIRMAN, COMMITTEE ON SUGGESTIONS



DOMESTIC DIVISIONS

Boston

Accounting Department

WE sometimes speak of the ever-changing sky or sea. but these have nothing on the Accounting Department. If one was unfortunate enough to have been ill and away from the office for even a few days of late, he found it difficult on his return to get adjusted to the outlook. Even Mr. George Frost's exclusive corner has been invaded by Mr. Farnsworth, a new member of our fold. (And, by the way, a very welcome one). Mr. Kuebler now has three old-timers—Alice Howley, the ever-busy Mr. Williams, and our old friend and overseer, Ray Nies—lined up directly in front of his desk. These three are hard at work on the new Manual and shortly they will have a fund of information to show Domestics "What To Do And How To Do It."

Since his transfer, Ray doesn't seem to be making his customary round of inspection looking for possible deficiencies, or giving helpful hints for improvement. "Off with the old love; on with the new," we suppose!

The Radio Bureau on this floor has been enlarged by the transferring of the tariffs and claims portion from upstairs.

A big vacuum was made when Bill Hughes was taken from our midst to be assigned for temporary duty in the Budget Department. However, Bob Kelliher is proving himself capable of filling even such a space.

An item with newspaper headlines which recently came to our attention:

Tragic Results of Flashy Ties. Wear Nothing That Will Attract or Distract the Attention!

Sports Writer Hurt by Car!
Two Motor Cars Skin Through Fence!
Conductor Hangs Himself!

We understand that the motor accidents were the result of the drivers trying to size up a dapper young man in an "adorable" tie.

The conductor, we have been told, lost his mind after days of futile searching in Raymond's for a tie like the one worn by a certain UNITED FRUIT employee of the Accounting Department. Beware, girls, of the spiders' webs on said tie and avoid entanglements.

"Wanted to Rent: One fur coat between the hours of 10:30 and 10:35 A. M. and 3:00 and 3:05 P. M."

Signed—M. B.

Sorry, Mason, but our daily "airing-out" periods must continue.

Mr. Kuebler: "Seen Kelliher anywhere?"
Chorus: "No."
Mr. Kuebler: "Seen a group of girls anywhere?"

Employment Department

MR. F. O. WHITLOCK, who has spent many years in the tropics and who has been handling the employment of new men for some time, has been appointed Employment Manager. His duties apply specifically to employment, personnel records and employment studies, and in the absence of the General Manager, he will have charge of all work of the Department.

It gives us great pleasure to welcome Miss Myrtle Corkish and Miss Ann Keenan to our midst. Miss Corkish is working with Mr.

Farraher on records, and Miss Keenan is assisting in the employment section.

We are sorry to record the resignation on January 1 of Mr. L. C. Linnekin, who has accepted a position with the Powers Tabulating Machine division of the Remington Rand Business Service, Inc.

Research Department Laboratory

ON Sunday, February 3, Tropic Foods and the Research Laboratories turned out *en masse* to wish Anthony LaBella, Chief banana slasher and UNIFRUIT carton packer at Tropic Foods, and his bride, Lucy Dimino, happiness and good fortune as they embarked on the turbid sea of Matrimony. At the reception following, things got rather confused and exciting, but everyone seems to have had a wonderful time.

Sign on the station platform at Newtonville (Mass.):

"Passengers are cautioned not to stand on the tracks until the trains arrive." This should make suicide easy and simple.

The scientific world is waiting for Einstein's new theory, which is highly mathematical, and when it is published in this country the members of the Research Department are going to ask Mr. Bailey to explain it. Mr. Bailey is very good at figures—mathematics, we mean.

General Office

Mr. Barker has left us to engage in sales work under Mr. Minchin. The girls miss his pleasant smile.

Dr. Tewksbury returned February 9, from his first visit to the tropics. He reports very interesting and constructive conferences at Tela.

Miss Morse has taken over the Engineering Department files and acquired another assistant, Miss Evelyn Porter, who is so quiet that only our eyes tell us that she is here.

Mr. Dellenbaugh has returned from a two weeks trip in which he visited New Orleans, St. Louis, Chicago, Cincinnati, Cleveland and Detroit. We understand that he didn't find scientific banana ripening everywhere, but an encouraging desire for improvement.

Library Review

Accounting

PRINCIPLES OF ACCOUNTING, *by H. A. Finney. Volume* 1.

A thorough, modern course in accounting (prepared by one of the foremost accountants and professors of accountancy in this country) which presents the subject in a logical and progressive manner.

Each point discussed is illustrated by means of specific examples, and each chapter is followed by questions and problems summarizing the points discussed.

Industrial Marketing

HARVARD BUSINESS REPORTS, *Volume* 6. 1928.

A volume recently compiled by and published for the Graduate School of Business Administration, Harvard University, which deals with the subject of Industrial Marketing, and contains cases on many phases of this subject, as for example: Sales Organization; Sales Promotion; Advertising; Merchandising; Pricing; Market Selection; Sales Planning; and Distribution Channels.

Travel

DISCOVERIES AND ADVENTURES IN CENTRAL AMERICA, *by Thomas Gann.* 1929.

A book in which the author has penetrated into the mysteries of the great Mayan civilization—long since vanished—but now being revealed slowly through exploration and research in the buried cities of this great unknown land.

Biography

NAPOLEON: THE MAN OF DESTINY, *by Emil Ludwig.*

A complete, well-written biography of Napoleon, one of the most interesting characters in all history.

A work about which a great critic has said: "It is an abiding contribution to the world's creative literature—an outstanding book in Napoleonic literature—a Sargent portrait wherein secrets that ordinarily lie hidden in the heart are written in the countenance for all the world to read."

Poetry

THE OXFORD BOOK OF SPANISH VERSE. XIII CENTURY—XX CENTURY. *Published by the Oxford University Press.*

An anthology of the best poetry written in Spanish during the period from the beginning

of the thirteenth century up to the present time.

This volume contains a very interesting, comprehensive, and instructive article on Spanish poetry.

THE OXFORD BOOK OF ENGLISH VERSE. 1250-1900. *Published by the Oxford University Press.*

An anthology composed of those poems which are considered to have been the best ones written in English during the period from 1250 *to* 1900.

Fiction

ACCIDENT, *by Arnold Bennett.*

A most unusual novel in which the author, out of an amusing situation, has written a fine, slightly ironical, humorously tolerant story of human adjustments.

Reference Books

THE SOUTH AMERICAN HANDBOOK. 1929. *South American Publications, Ltd., publishers.*

An invaluable and authentic guide to the countries of Latin-America, inclusive of South and Central America, Mexico, and Cuba.

For each country it gives such information as physical features, resources, history, government, past presidents, principal cities, holidays, postal rates, and weights and measures.

POOR'S REGISTER OF DIRECTORS OF THE UNITED STATES. 1929. *Second annual edition.*

A volume which gives information on the managing personnel of business in the United States and its dependencies, listing the individual's principal business affiliation, business address, residence address, and all other affiliations in which there is an official connection.

THE WORLD ALMANAC AND BOOK OF FACTS. 1929.

A volume which presents carefully revised, authentic, and up-to-date statistics on a variety of subjects, and concise summaries of noteworthy events.

Commerce and Navigation

COMMERCE YEARBOOK. 1928. *Volume* I—*United States.*

A volume compiled by the Bureau of Foreign and Domestic Commerce, and containing statistical information on such subjects as: Production, Employment, and Domestic Trade; Wholesale, Retail, and Farm Prices; Foreign Trade; Agricultural Products and Foodstuffs; Transportation and Communication; and Banking and Finance.

SHIPPING CHARGES AT UNITED STATES AND FOREIGN PORTS. 1928. *Prepared by the Board of Engineers for Rivers and Harbors, War Department, and Bureau of Operations, United States Shipping Board.*

A government publication which gives such information as: charges of United States consular officers; charges applicable to vessels, freight, and passengers; and information respecting passports and foreign currency.

NAVIGATION LAWS OF THE UNITED STATES. 1927.

A volume published by the Department of Commerce of the United States which includes only those laws now actually in force in the United States.

Long Wharf

ON Wednesday, February 6, 1929, Mr. John J. Sheehan passed away after a short illness at the age of fifty-five years. Mr. Sheehan had been in the employ of the Fruit Dispatch Company for the past twenty years as an Inspector and Weigher of bananas. He was a most valuable employee performing his duties faithfully and conscientiously. We will certainly all miss "John".

Some twelve years ago he visited several of the Tropical Divisions making a careful study of growing and loading conditions. He also spent about two years in New Orleans in order to become acquainted with the methods of handling bananas employed in that important southern port.

His work at Long Wharf consisted in inspecting and weighing cars of bananas moving over the N. Y., N. H. & H. R. R., and his years of service at the New Haven terminals here brought him many friends and associates among railroad men. Mr. Sheehan previously worked for a number of years at the Boston & Maine terminals, inspecting cars moving to northern points and the provinces.

Church services were held at St. Peter's church, Dorchester, Mass., at 10:00 A. M., Friday, February 8, and many employees from Long Wharf attended. The pall-bearers at the funeral were Messrs. B. M. Wright, Wm. Boyle, James Richards, Martin Rush, Francis F. Durkee, and Michael Croke. Burial was at Mount Benedict Cemetery.

ON January 18, Mr. F. X. Pearsoll, tropical man in training in the Accounting Department, was transferred to the Chiriqui Land Company, Panama. He was given a small token for remembrance of his days at Long Wharf by the boys of the Accounting Department, and he departed carrying their good wishes for success in his new field.

Mr. John Kechejian of the Accounting Department at Long Wharf was transferred to the Traffic Bureau of the Accounting Department of the General Office on January 26. "Johnnie" had been with us for the past three years and his ability, personality and pep brought him steady promotion. We wish him every success in his new work. His is another name added to the long list of worthies who have advanced to the General Office from the Accounting Department at Long Wharf.

We were glad to welcome the following new employees to the Boston Division during the past month: Mr. Ray E. White, tropical man in training, Accounting Department; and Mr. James McDonald, Mail Clerk, Accounting Department.

Mr. Howard C. Menadier, Clerk, Accounting Department, has been promoted to head the Voyage Bureau in the same Department. Keep up the good work, "Howie", old boy; we are all rooting for you.

The latest list of members of the Propeller Club of the Port of Boston includes the name of Mr. George W. Whitney, Assistant to Mr. Minchin. All the members of the society from the Boston Division attended a recent luncheon held at the club, and enjoyed a talk given by Mr. Boris Stearne on "Stevedoring Conditions in the United States."

The passenger list of the *San Blas* sailing from Boston on January 31, included the name of our Freight Agent, Mr. James J. Glennon, who was en route to St. John, N. B., on business. On this trip he will include the principal cities of the maritime provinces.

Heard in the corridor at Long Wharf during the course of a conversation being held among three of our popular bachelors:

Mr. A. to Mr. B.: "Say, it's been quite a long time since I've been to a good party. And, by the way, when are you going to get married?"

Mr. B. to Mr. A.: "Never mind that. If *you* should marry, fifty or sixty girls would go back into circulation."

Mr. C. to Messrs. A. and B.: "This bachelor life suits me fine, and I've been at it quite a few years now."

No more than two guesses should be needed to identify these modest knights.

When Joe Cook's show "Rain or Shine" hit town last month there was quite a rush for tickets made by the crowd at Long Wharf. Not that Joe Cook is a special favorite with us, but because one of the pretty dancing stars in his show is none other than Miss Irma Millner, charming young daughter of Mrs. Lillian Millner, who is in charge of our Linen Room at Long Wharf.

Revere Sugar Refinery

THE Foremen's Annual Dinner was held on Saturday night, January 12, at the Colonial Club in Cambridge where, through the courtesy of Mr. Worcester, the main dining room, card room and bowling alleys were turned over to the Revere Sugar Refinery for its exclusive use during the evening.

Mr. Worcester was master of ceremonies at the dinner and later on he conducted affairs at the alleys. He spoke briefly at the table on the satisfactory work of the past year at the Refinery and commented on the fact that the present Revere Sugar Refinery is now ten years old. He then dwelt on the value of cleanliness in the Refinery and the necessity for constant supervision to stop all leaks. Then Mr. Worcester switched to a joking mood. From his remarks it was judged that after last year's dinner someone had intimated that it might be a good idea to have some of the *foremen* speak at their dinner. Several of the diners were accordingly called upon for speeches which were cordially received.

"Vic" Paulson, Chief Electrician, expounded one of his favorite theories regarding the non-mixing of electricity and water. "Jar" Cronin, President of the Mutual Ben-

FOREMEN'S BANQUET
-REVERE SUGAR-
1929
BILLY
MY CHARLEY
JOHN O'NEIL
CIGARS
LOVE POEMS
CHAS. CRONIN
BILL HOONAN
BILLY LONG'S BUCKET
CONVENIENT
THE ALERT MEMORY OF MR. PITTMAN SUDDENLY BREAKS FORTH AS HE PAYS A BET OF BUT A FEW YEARS STANDING
IT'S 100%. I TELL YOU MR. WORCESTER - THE TWO DEPARTMENTS WORK IN PERFECT HARMONY, -HAND IN HAND, LIKE BROTHERS -(AND IN EACH HAND) - ETC. ETC.
TALK TO THEM "VIC" NOT ME!
CLOSE-UP OF ONE OF THE MANY PATHETIC SCENES ENACTED BETWEEN THE FOREMEN OF THE MECHANICAL AND PRODUCTION DEPARTMENTS
GENTLEMEN - PERSISTENCE IS MY MOTTO
CLUB NOTICE You are fired!!
MAC!!? WHY THE STATIC? - OH: I HAD A STRIKE ALL SET ON THAT AIM -
JIM BROWN GOT TWO PRESENTS
TO BE CONTINUED
BOOM!
GENTLEMEN - THE MARKET FOR WEIGHTOGRAPHS IS NOW STEADILY ADVANCING - AND I HEARTILY ENDORSE PROMPT SALES TO ANYONE AND ANYBODY
BILLY LONG
THAT ANNUAL CIGARETTE
MR. DEVRIES AND MR. MCCORMACK "COOPERATE" A BIT ON THE ALLEYS

efit Association, told the men about the work of the association and urged all foremen to call it to the attention of their employees, especially those newly hired who might not know of it. "Jim" Brown was presented with some useful appliances, appropriate for his new job of Papa and nursemaid, and made a suitable speech of acceptance. George Childs, genial cartoonist, explained that he realized that he didn't make very striking facial likenesses, but he was sure that his victims liked them better if they were not too true. Mr. Pitman, Sales Manager, finally paid his long overdue bet to John O'Neill, the subject of which was the result of the last election in Massachusetts. Charlie Cronin gave his ideas on cooperation and was ably seconded by Andy Karklin. The latter, by the way, admitted that he still is a great hunter.

After Mr. Worcester had announced that the meeting would adjourn to the card room and bowling alleys, Mr. Moore, Credit Manager, asked permission to read a communication from the New Haven Railroad in which they expressed regret that in future they would be unable to provide Mr. Worcester with upper berths when he traveled as experience had shown that the wear and tear on them because of the extra heavy duty was unreasonable. They suggested they could, however, provide special cars with Lucky-Strike posters if desired, and had sent along a model which proved to be a toy train. The last laugh, therefore, was on Mr. Worcester.

John O'Neill proved his ability as a bridge player by obtaining by far the highest score of the evening. No doubt he attributed his skill to the practice he had obtained in the famous locker room noontime bid whist series. In the bowling matches Eddie Hughes and William Wallace were tied for first place with a score of 100 each. In the single ball roll-off Eddie won the first prize, a box of cigars, and the representative of the Sales Department took second, a carton of cigarettes (not Luckies). By the time everyone had satisfied himself with bridge, bowling, or just plain doughnuts, cheese and ginger-ale, it was growing late and the party came to a quiet end, except for the usual grumbling about the fellow who ran off with somebody's pet overshoes.

Noticeable among the guests who attended the Foremen's Annual Dinner in Cambridge were "Joe" Smith and "Billy" Long, whose services with the Revere Sugar Refinery date back more years than most of us care to count. They both appeared to be enjoying themselves to the utmost.

Frank Finneran, leading bowler of the Unifruitco League, recently set up a record in another league of which he is a member, which bids fair to stand for a long time. His stupendous string of 189 (candle pins) shattered all previous records and stamps Frank as one of the best bowlers in Boston.

THE FAIRY GODMOTHER OR—GODFATHER
of the
Unifruitco Club of New Orleans
Theo. A. Walters writes to the Editor about an unsolved mystery

Dear Editor:

When the New Orleans UNIFRUITCO Club was formed in April, 1928, I said to myself, "There's a dandy story for the readers of the UNIFRUITCO Magazine. I'll wait about a year and then send in a story on its activities . . . tell what the employees, from the office boy to the Vice President, think of the Club."

So I made a memo, put it in my tickler file, and a few days ago it turned up: "Send story on almost year old UNIFRUITCO Club."

I found out first of all that the employees, from o. b. to v. p., like the Club "plenty," and that it is a huge success, but there is one mystery I can't solve. Let me tell you in my own way. It's about a fairy godmother or—godfather.

Curious and inquisitive people are usually regarded as the world's worst pests. They torment busy men day and night. But a recent interruption broke most all such rules by serving a useful purpose. The fellow who asked Crawford H. Ellis, of New Orleans, "Why have a UNIFRUITCO Club?" certainly got an earful.

"Why do without one?" Characteristically, the chief answered a question with a more pertinent question and continued, "Why

should the Southern Domestic Divisions do without the stimulus to loyalty and better service for which the club is responsible?" Then he warmed to the subject.

"I thought everyone knew that the UNIFRUITCO Clubs help to remove the idea that our Company is another one of the 'soulless corporations' which, by the way, are still one of the favorite bogeys of the American people.

"Speaking as Vice President of the Southern Domestic Divisions, we reckon first the value of the fellow-feeling among employees which the Club fosters, the realization by the smallest office boy that he is as important in his way as the port captain, or myself. We have captured some of the spirit of the medieval guilds, here in New Orleans. We think that to some extent we have succeeded in instilling a pride in service and work well done and this spirit permeates our entire organization. Personally I have found that the Clubs are also an incentive to ambition and a desire for promotion. Not mere day-dreaming, but really constructive and frequently successful effort.

"No, we don't try to make members of everybody employed by the Company. . . . But why should I try to tell you about an employees' organization . . .? See Tom Burke. He's the President, and he can tell you everything."

THOMAS P. BURKE wasn't in. He never seemed to be in. But late one afternoon the interviewer caught him.

"Sorry, but you can't get any freight sitting at a desk," was his greeting.

"Of course we don't have any membership campaigns," he said. Why bother about those who don't want to join? Why not devote all of our time to working for people who are already in and thus make the others wish they too were members?

"Besides, there are always certain folks who don't fit in. We all know them—some grouches, fellows who expect a trip to the moon every week, or something about as reasonable for their money. Then there are chronic complainers, and also men who are 'too busy' to have any fun. Why waste energy on them? We want the fellows who stick!

"We haven't any membership committee, but we have a large and well-developed entertainment committee; also an athletic committee. Our membership is about 65 per cent. of the employees here; in all about 325 members."

Although the Club isn't a year old, that athletic committee is functioning overtime. One of the Club's greatest achievements since its organization in April, 1928, was the first UNIFRUITCO track meet ever held in New Orleans. It took place in June last, in the stadium of Loyola University, New Orleans. More than sixty athletes competed. Not only Club members, but also a large percentage of non-members, attended. Furthermore, the Club has baseball, football, and tennis teams, and recently golf and tennis tournaments were held. The baseball team is especially active and holds an enviable place in the industrial league formed by teams of numerous New Orleans business organizations.

Everybody, of course, doesn't like athletics. The entertainment committee for that very reason provided three dances and a day's outing to Bay St. Louis, a neighboring summer resort. The dances were held in the Roosevelt Hotel. Snappy, informal affairs, where everybody was at home and had a good time. As for the outing, an account of it appeared in UNIFRUITCO last August. The Club used the grounds of the St. Stanislaus College for the event. Swimming, riding, dancing, and games, as well as plentiful "eats," furnished by the Club. What more could be desired?

Thus the question of "Why have a UNIFRUITCO Club?" seemed adequately answered . . . BUT . . .

There was *one* thing which was rather puzzling to the writer. The dues of the New Orleans UNIFRUITCO Club, according to Tom Burke, are fifty cents a month. Now it is somewhat difficult for a man of considerable experience in "putting over" affairs to figure out just how a track meet, three dances, an all-day outing with abundant refreshments, and other athletic activities could be staged without any admission costs, on funds supplied by dues of fifty cents monthly from 325 people. Frankly he admitted to himself, "It's absolutely impossible to budget such a program on such a sum."

He thought further, "These were all big affairs. It would take a sizeable part of the year's total income to the Club to provide for one of them."

Quizzing Tom Burke didn't bring any enlightenment. He simply kept on repeating that the New Orleans Club paid its debts and that the books were open to inspection at any time. Finally the writer decided to ask Crawford H. Ellis about the matter.

Mr. Ellis was very busy and a little peremptory—not at all like his usual genial self.

From his remarks one gathered that the UNIFRUITCO Club is strictly an employees' organization; that he knows nothing about its pecuniary affairs; and that he is a very busy

man and wishes that any one wanting information about the UNIFRUITCO Club of New Orleans should see Tom Burke, the President of the Club.*

There remains but one thing to record. The entertainments given by the New Orleans UNIFRUITCO Club were and are all well planned and carried out with a noble disregard of cost. There is surely a fairy godfather somewhere. But . . . those who know won't tell; those who don't know can't tell.

The correspondent did not press the matter for fear of having Mr. Ellis or Tom Burke tell him where to get off.

Very truly yours,

TED WALTERS.

* Since this article was written the Club has had its birthday and new officers have been elected for the coming year.

"Unifruitco Songbird" Keeps Books and Stars in Opera

Cecile Garrity

THE New Orleans "UNIFRUITCO Songbird," Miss Cecile Garrity, again proved her versatility by starring in a scene from "Thais" at the first performance of Le Petit Opera Louisianais for the 1928-29 season.

Miss Garrity has sung at numerous club entertainments and once before in the "Little Opera." The opera is made up of a group of New Orleans amateurs who comprise some of the best local talent. For a number of years they have carried on the tradition of the best in opera in New Orleans. Under professional direction their performances equal many professional achievements. A place in one of their productions is always hard won and widely recognized as an evidence of unusual ability and talent.

Miss Garrity has been with the UNITED FRUIT COMPANY for over ten years, and is at present engaged in the Accounting Department. She is known for her bright and cheerful disposition and is extremely popular. Members of the UNIFRUITCO Club affectionately call her the "UNIFRUITCO Songbird."

THE New Orleans office was honored with a visit from Mr. Bradley W. Palmer, Chairman of the Executive Committee of the UNITED FRUIT COMPANY, during the month of January.

Mr. F. W. Kastner, Fruit Dispatch Company Advertising Manager, New York, spent a day at New Orleans about the middle of January.

Mr. Frederick S. Dellenbaugh, Jr., of the Research Department, Boston, was another January visitor, remaining several days in New Orleans on Company business. Dr. Tewksbury, also of the Research Department, called at the office, on his return from the tropics, early in February.

After a bombardment of the electorate with hectographed circulars, some of which were humorously phrased and embellished with pen sketches, setting forth the platforms and campaign pledges of the respective candidates and their claims for preferment, the second annual election of officers of the UNIFRUITCO Club of New Orleans was held on Monday, February 4. There were several candidates in the field for each office and the friendly rivalry displayed occasioned considerable interest. The vote for the officers in one or two cases was very close. The following officers and representatives were chosen for the ensuing year:

J. J. Cantrelle, Claim Department, President; P. Tosso, Accounting Department, Vice President; Miss Winnie Schultz, Accounting Department, Secretary; T. Nastasi, Assistant Paymaster, Treasurer; and 18 representatives—R. M. DuFour, Accounting Department; H. J. Fricken, Freight Department; R. H. Nestler, Medical Department; E. L. Kuehn, Pier Operations Department; E. C. Schroeder, Claim Department; R. Barcenas, Purchasing Department; Miss E. Laemann, Stewards Department; P. R. Mealy, Freight Receiving Department; B. W. Walthers, Storeroom; E. J. Collins, Marine Department; W. W. Resor, Radio Department; F. B. Chambers, Cable Department; J. G. Johannsen, Fruit Dispatch Company, Traffic Department; J. H. Hammel, Fruit Dispatch Company, Sales Department; J. F. Dickey, Fruit Dispatch Company, Messenger Department; G. W. McLean, Fruit Dispatch Company, Wharf; J. J. O'Neil, Banana Selling Company.

Our sympathy is tendered to Resident Manager Esch at Forth Worth, Tex., whose mother died at her home in Kentucky on January 18. On receiving word of his mother's serious illness Mr. Esch left for Louisville by first train, but she had passed away before his arrival.

Congratulations are offered Mr. J. H. Hammel, our Claim Clerk at New Orleans, on the recent appointment of his son, J. H. Hammel, Jr., as a Notary Public in and for the Parish of Orleans (the City of New Orleans). This young man, who is just 21, graduated in law from Tulane University long before he had reached his majority and was eligible to engage in his profession. By many of the young lawyers in New Orleans it is considered quite a feather in one's cap to receive a commission as Notary Public, as the number holding such appointments at any one time is limited.

Mr. M. B. "Bud" Muro, entrained for Gulfport, Miss., to supervise the loading of 14,000 creosote cross ties on the S. S. *Ormes,* sailing January 14, and the loading of 38 cars of rails at Ovett, Miss., S. S. *Norma,* sailing from Mobile, Ala., January 25.

We are glad to welcome Mr. T. L. Thiel back to the wharf and sincerely hope that 1929 will bring him better health than was his lot last year.

Our sympathy is extended to our stowage clerk, Mr. Walter B. Leefe, on the death of his wife, which occurred January 22.

Cat, Parted from Kittens, Rejoins Them By Airplane

Ship Mascot Sails, But Radio Calls Her Back 100 Miles to New Family on Another Vessel

¶ *Reprinted through the courtesy of the New York Evening Post.*

NEW ORLEANS, La., Feb. 7.—Queenie, a beautiful black and white cat, is the mascot of the UNITED FRUIT COMPANY'S steamer *Cartago.* She is the pet of officers and crew, not a rat catcher—there are no rats aboard the *Cartago.* If Queenie were to see one, she probably would toss her head high in the air, draw up her imaginary skirts and walk away.

When the *Cartago* arrived at the Julia Street wharf she found her sister ship, the *Turrialba,* already berthed there. The conjunction was of no more interest to any one than to Queenie. Before the last passenger walked down the gangplank the ship's mascot was treading her way slowly—her health had been rather poor—aboard the *Turrialba,* where she had always been a welcome visitor.

Queenie gave a friendly rub to the captain's ankle and a sociable meow to the mate, and then sought her pal, the cook, in the galley. He was glad to see her, and although Queenie was not hungry, she accepted a bit of chicken for old time's sake.

Then Queenie decided to take a nap in the Southern sun. As she slept a domestic event of great importance happened—the stork visited her and left five kittens. A little later, Queenie went back to her own ship to break the news and, very probably, with the idea that, in her own way, she could ask some of the officers of the *Cartago* to fetch her babies for her.

Everybody was so engrossed with preparations to sail that no one understood Queenie's perturbation. So, the *Cartago* slipped down the river with the disconsolate Queenie aboard her, and her five babies back in port on the *Turrialba.*

"Wonder what's the matter with Queenie?" members of the crew asked one another as she voiced her distress. When the ship reached Pilot Town, a hundred miles down the river, the captain found the following radio message awaiting him: "If Queenie is aboard your craft, return her by mail airplane. She has five babies on the *Turrialba* and they need her."

The plane was about to take the air and the officers hustled the mother cat aboard. There is no clause in the mail plane regula-

tions which permits a cat to be taken as a passenger, but it was no time for red tape. At the landing field, she was placed in a motorcycle and within a half-hour her babies were enjoying their supper and the captain and crew of the *Turrialba* were as happy as Queenie and her kittens.

San Francisco

THE S. S. *Saramacca,* which has joined the Company's Pacific Fleet, docked at San Francisco for the first time on Sunday, January 13. We are glad to welcome Captain Hansen and his officers and crew to the West coast.

The *Saramacca* makes the sixth ship on this run, and inaugurates a new freight service which includes the principal seaports on the west coast of Central America.

Mr. W. V. Harloe, Freight Traffic Manager, paid his first visit to the new Division in January, and we hope that the freight business will expand sufficiently to make necessary more frequent visits by him.

Mr. and Mrs. Rider and their two sons returned to San Francisco the first week in January, after spending the holidays in Auburndale.

Mr. and Mrs. T. J. O'Neill and Tommy traveled East in January, and were very happy at the prospect of visiting their relatives there.

Captain Andrew Thompson has successfully undergone an operation for appendicitis and after a five weeks' stay in San Francisco, returns to the S. S. *La Perla*

Miss Madelyn Perry, our telephone operator at the Banana Terminal, is very popular with both the stationary and floating personnel of the San Francisco Division. Christmas Eve marked the wedding of Miss Perry to Mr. R. E. Hawkey, Chief Radio Operator of the S. S. *La Perla.* No advance notice was given, and we were not admitted to the secret until the day after Christmas. Mrs. Hawkey continues her duties in the office. We extend every good wish to her and Mr. Hawkey.

Mr. L. W. Huse, Resident Manager of the Salt Lake City Branch of the Fruit Dispatch Company, and Mrs. Huse, left here on the S. S. *La Perla* for a cruise.

The following employees have joined the San Francisco Division:

Mr. W. J. Slattery, a native Californian, transferred from the New York Division.

Mail Bureau: Paul Solari has taken charge of our Stationery Room and is proving an able guardian of the office supplies. Charles McRae has replaced Lester Knowlton, and is a welcome addition to our Scotch colony. Edwin Casson has been added as General Factotum No. 3.

Accounting Department: Miss Effie M. Beebe, Miss Helen O'Donnell, Mr. Howard E. Presley, Mr. Lucien S. Cancilla, Mr. John T. Gallagher, and Mr. Vernon E. Kimball.

Marine Department: Miss Gladys Coon, Stenographer, in place of Mr. Ernest Bingham, resigned.

Mobile

Introducing the Unifruitco Club of Mobile

AT an enthusiastic meeting held on Saturday evening, February 2, the Mobile branch organized another UNIFRUITCO Club. It was decided at this meeting that the Club was to include as members employees of the UNITED FRUIT COMPANY, Fruit Dispatch Company, and our friends, the Murray Stevedore Company.

Mr. W. Freeman Yuille, Wharf Superintendent at Mobile, presided at the meeting and spoke briefly on the benefits to be derived from the organization of a club which would bring employees together socially and which would be certain to ultimately result in closer cooperation in business. Mr. Yuille also discussed ways and means for promoting such an association. An election was held for the selection of officers for the ensuing year and the following gentlemen were chosen to fill executive positions: W. Freeman Yuille, President; T. J. Ellis, Vice President; W. R. Mouton, Treasurer; F. J. Cazalas, Secretary and Editor. They are asking the UNIFRUITCO Club of New Orleans for a copy of its constitution and by-laws so that they may be followed as closely as is practicable.

The first social affair of the new Club was a supper given on Saturday evening, February 9 and attended by nearly every member, despite the inclement weather. We have every respect for what our good friend, the Port

Steward at New Orleans, can do in the way of turning out a barbecue, but our barbecued lambs and everything else that went to make up a perfect feast were prepared by the world's champion barbecuer. Everyone ate and ate plenty and voiced his approval of the entire menu. The Entertainment Committee—Mike Steber, Sarge Burnett and Tom Ellis—are to be highly commended, particularly in view of the fact that they had only a week's time in which to plan the whole affair.

The Club proposes to have a monthly Supper, a quarterly Dance and an annual Picnic or Outing. UNIFRUITCO readers may expect to hear further reports from us in this connection, for from the enthusiasm now being displayed, there is every evidence that the UNIFRUITCO Club of Mobile will become an important organization.

New York

THE following committees are busily engaged in mapping out a program of activities for the New York UNIFRUITCO Club for 1929:

Entertainment: Messrs. Harold Schiner (Chairman), John Morris, James Neville, and Harry Knapp, and Miss Catherine Walker.

Auditing and Finance: Messrs. Harold Schiner and Brainard Fountain.

Athletic: Messrs. Arthur de Tranaltes (Chairman), Brainard Fountain, William O'Neill, and Walter Birdsall.

Purchasing: Mr. Arthur de Tranaltes and Miss Olga Goldsmith.

President George Wells is actively supervising the work of the committees.

On Thursday, March 7, there will be a dance in the Winter Garden of the McAlpin Hotel. This will be followed on April 4 by a card party at one of the midtown hotels. In the latter part of April there will be a theatre party, details of which will be announced later. Plans are also rapidly taking shape for the big May show, which will in all probability take place on May 16. In September there will occur the annual outing; while in October, November and December there will be, respectively, another theatre party, a second card party, and a dinner dance.

Dr. W. E. Deeks, General Manager of the Medical Department, arrived on the *Santa Marta* February 8, after an extended tour of the Tropical Divisions.

Mr. James Caldwell, Port Purser, recently returned from a trip to the tropics. He sailed on the *Ulua* January 5, transferred to the *Zacapa* at Kingston, and returned on the *Toloa* February 3.

Vin Kennedy has gone to Boston, to work in the office of Mr. Doswell, Vice President in charge of Freight Traffic. The UNIFRUITCO Club of New York has thereby lost one of its most popular and valuable members.

After several years' experience in the manufacturing and steamship lines, Mr. Kennedy came to the UNITED FRUIT COMPANY in November, 1925, as stenographer and clerk in the Freight Traffic Department. The following August he was made statistical clerk, and a year later was placed in charge of the Statistical Bureau of the Department. He now goes on to still more important duties in the General Office, and he has the best wishes of all his associates for success in his new work.

It seems a peculiar quirk of circumstances that Boston, rival of New York in UNIFRUITCO diamond affairs, has gained the man who in large measure was responsible for the success of the New York team in 1928. Kennedy managed the team in 1927 and was captain of the Club that turned the tables on Boston in 1928.

The enterprising agents of the UNITED FRUIT COMPANY in Cleveland, Messrs. Akers, Folkman & Company, engineered in January their seventh annual cruise. The party, consisting of thirty-five, sailed on the *Pastores* January 26. All former cruises have been eminently successful, as is attested by numbers of enthusiastic letters on file in the Passenger Department and by the number of "repeats" on subsequent cruises.

Notables and ships on which they sailed:

Mr. E. M. Stevens, President, Illinois Merchants Trust Company, S. S. *Calamares,* January 19, cruise.

Mr. H. Linarez, delegate from Panama to the American Road Builders' Association Convention, S. S. *Metapan,* January 23, to Cristobal.

Mr. A. G. Coulton, Vice President and Executive Manager, Union Trust Company, Cleveland, Ohio, and Mrs. Coulton, S. S. *Pastores,* January 26, cruise.

New York State Senator and Mrs. A. Greenberg, S. S. *Pastores,* January 26, to Havana.

Mr. Sam Rosoff, subway builder, S. S. *Pastores,* January 26, cruise.

Mr. D. P. Bole, director of the Cleveland Trust Company, S. S. *Ulua,* February 2, to Cristobal.

Mrs. E. Mendez, wife of the Panama Consul and Attaché of the Legation at Havana, S. S. *Carrillo,* February 2, to Havana.

Mr. W. D. Robbins, American Minister to Salvador, S. S. *Carrillo,* February 2, to Barrios.

M. J. D. Ellsworth, Assistant to President, American Telephone and Telegraph Company, S. S. *Zacapa,* February 6, annual cruise.

Mr. C. Winter, police commissioner of Mineola, L. I., and Mrs. Winter, S. S. *Zacapa,* February 6, cruise.

Major and Mrs. Anthony J. Drexel-Biddle of Philadelphia, S. S. *Toloa,* February 9, to Havana.

Mr. J. McGovern, county clerk of Hudson County, N. J., and Mrs. McGovern, S. S. *Toloa,* February 9, cruise.

Mr. L. Stearns, Vice President of the Fordham National Bank, and Mrs. Stearns, S. S. *Toloa,* February 9, cruise.

The Hon. Channing Cox, ex-Governor of Massachusetts, and Mrs. Cox, arrived on the *Santa Marta,* February 8, from Kingston.

Holiday Purchases

DURING the holiday season the employees of the New York Division, through the medium of the UNIFRUITCO Club and the Purchasing Department, were given the opportunity to obtain at wholesale prices Christmas gifts and supplies. For the convenience of prospective purchasers, samples of commodities were on display at various offices of the New York Division at specified times. The extent to which members of the Club took advantage of this opportunity for saving is shown in the following tabulation of purchases made. Judging from the expressions of approval heard on all sides, the plan will no doubt be followed to an even greater extent next Christmas.

Radios	$1,850
Edibles	1,971
Neckwear	400
Hosiery	700
Shirts	300
Handkerchiefs	200
Linens	150
Christmas Cards	550
Fountain Pens	450
Pencil Sets	35
Athletic Goods	190
Cameras	40
Perfumes	61
Christmas Tree Lights	107
Silverware	500
Jewelry	800
Toys	1,500
Electric Household Appliances	750
	$10,554

The Purchasing Department takes great pleasure in cooperating with the Club and in looking after the interests of members, and those who have not yet joined the Club are hereby urged to do so, in order that they may share in the advantages that membership affords.

ARTHUR DE TRANALTES
Chairman, Purchasing Committee
Unifruitco Club of New York

Fruit Dispatch Company New Employees

Mr. H. D. Van Sickle has been employed as Cashier of the Sioux City Branch.

Mr. Burt Davis, as an assistant to Mr. R. A. C. Hill, Wharf Superintendent, San Francisco.

Mrs. Clara D. Parker, San Francisco Office.

Marion L. Robinson has been employed as Messenger, New Orleans.

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M. E. Schoen
Editor

Hardwood Timber—A Tropical Crop of the Future
By PROFESSOR D. M. MATTHEWS

The Travel Complex
By R. W. LINEN

History of Malaria and Results of Control Measures in the Preston Division
By DR. P. MALARET, Jr.

Tales of the Great White Fleet
Refrigeration and the *Venus*

A Challenge to Banana Men—Everywhere!
By E. S. WHITMAN

Mr. Wm. Newsome Decorated by the Norwegian Government

San Francisco and Her Waterfront
By J. K. BLACK

Importance of Anticipating Material Requirements
By WALTER L. LONG

Care in Handling Freight Shipments

Lester W. Minchin, Vice President Fruit Dispatch Company

Turrialba—A Reverie
By RAFAEL C. CALVO

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